Sims' History of Elgin County Volume III

By Hugh Joffre Sims

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Volume III

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By Hugh Joffre Sims

Edited By Irene Golas

Cover: *Elgin County Courthouse.*
(Reproduced from *The Illustrated Historical Atlas of the County of Elgin, Ontario.*
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FOREWORD

The publication of Volume III of *Sims' History of Elgin County* is a continuation of the publishing project begun in 1984 as Elgin County's contribution to Ontario's Bicentennial. Like the preceding volumes, this final volume is arranged alphabetically according to locality, with each chapter representing a different place. Volume III covers letters S to Z. In some instances, the proximity of two places has resulted in the alphabetical arrangement being abandoned in favour of discussing them in one chapter instead of two, e.g., Wallacetown and Coyne's Corners. Families and individuals are not treated alphabetically but are to be found in the locality in which they lived. It is hoped that a business and personal name index to the entire history will be published eventually.

Sims' History is based largely on oral history. Desirable as it would be, verifying, updating, and documenting the *History's* vast amount of information to produce a more complete historical record is beyond the scope of this project. Mr. Sims' work is nevertheless important because it preserves a great deal of information about the county and its pioneer settlers. It outlines the growth and development of the county's towns, villages, and hamlets, as well as many of its educational, religious, and commercial institutions. Many of these places and institutions have disappeared or are disappearing. And finally, the work provides a base from which others can begin researching the history of the county.

The publication of Volume III would not have been possible without the assistance and support of many people. Thanks are due to the Elgin County Library Board, Elgin County Council, Warden Robert F. Purcell (1986-87), and Warden William A. Martyn (1988), without whose commitment publication would not have been possible. Thanks are also due to Elgin Wells, county librarian, Frank Clarke, local history librarian, and the staff of the Elgin County Library for their assistance and advice at all stages of this project.

It is my special pleasure to thank Hugh Sims for his cooperation and assistance in answering questions and providing additional information.
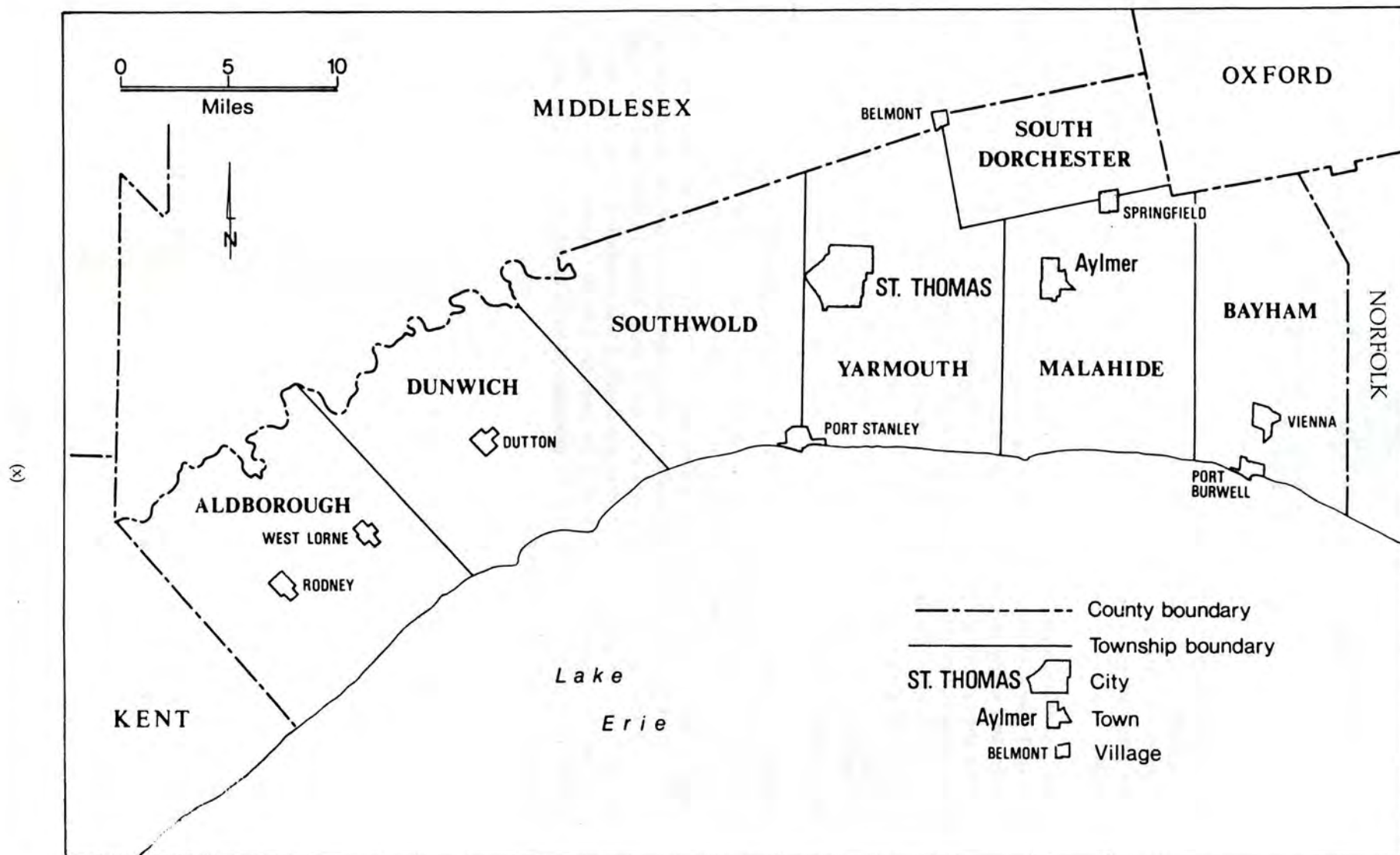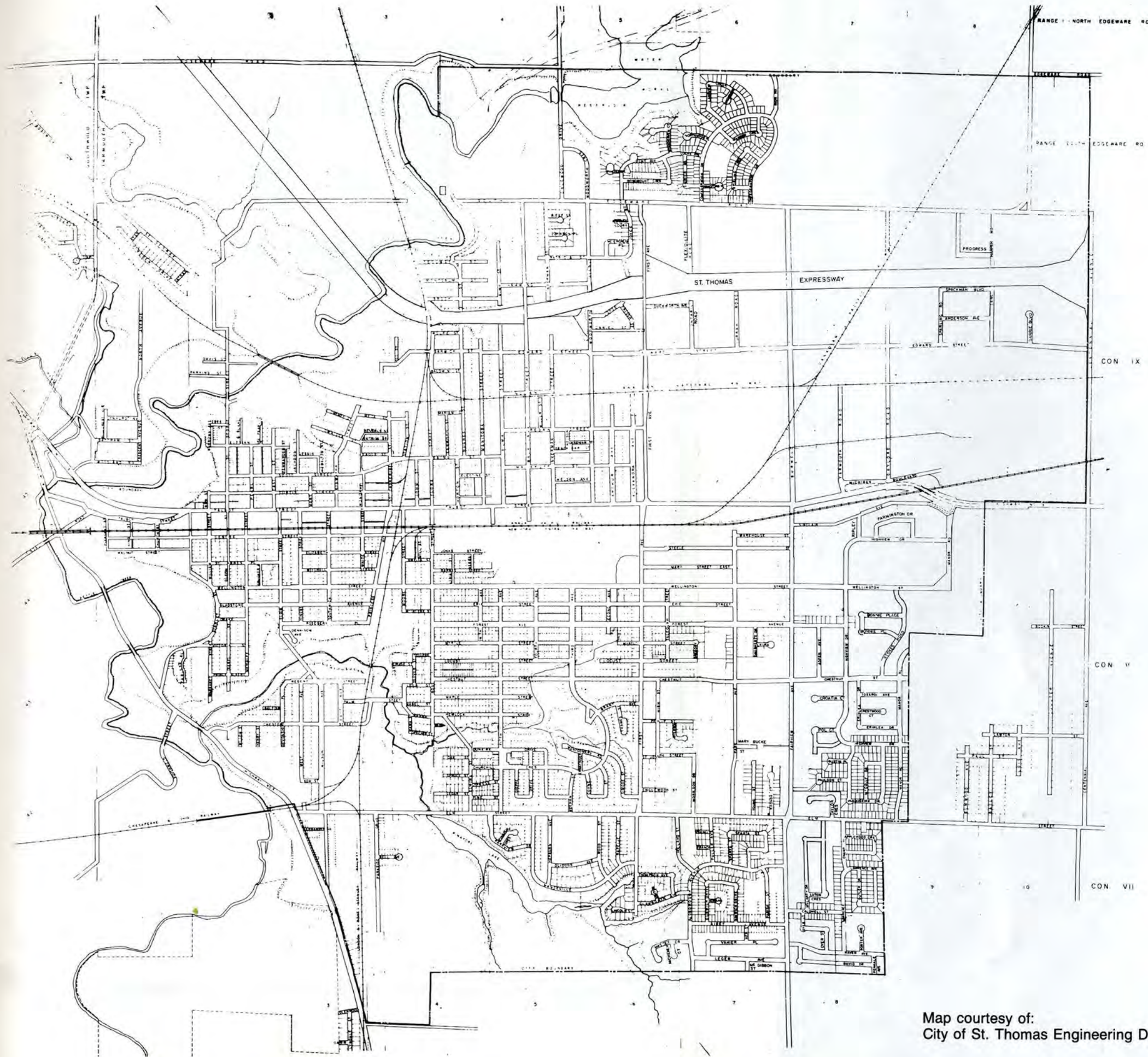
Irene Golas
Editor

PREFACE

As a young man in 1934, I felt that little was being done to preserve little-known facts about Elgin County's past, and so I decided that I would, in my own way, do something about it. It was the poetry of Archibald Lampman that had aroused my love for my country, made me realize how precious our heritage is, and aroused in me the desire to tell the story of Elgin County's past.

I was first encouraged in my work by George P. Burke, and later by Dr. James Coyne and Ella N. Lewis. I was also inspired by the works of C.O. Ermatinger, A.F. Butler, Charles Buck, Louise Hatch, and many others. Setting out with a sketching pad and a notebook, I toured the back roads of the county to record scenes and compile the knowledge of men and women who had pioneer connections while they were still with us. Over eighty percent of my research was conducted by interview. During the past fifty years, I interviewed some twelve hundred people, collecting their reminiscences and other facts. I also spent countless hours checking newspaper files, microfilms, directories, church and cemetery records, tombstones, atlases, maps, diaries, old letters, and published histories of the county. Wherever I could, I tried to take photographs on location, resorting to sketching when conditions were unfavorable.

Aside from turning out a book in 1938, entitled *The Early Days of St. Thomas*, I did little to make my history of Elgin County available to the public. In 1976, George Thorman of the Elgin County Historical Society suggested that I make my work in some way available to others. Encouraged by Elgin A. Wells, the county librarian, I wrote *Ghosts of Elgin's Past* in 1977. But, as I neared the end of my work, a great weariness descended on me from my long years of effort. I planned to keep the rest of my work safe in a vault until I could afford to have it published. Otherwise, it would remain there until after my death. I was reminded of my duty to the county when Elgin Wells suggested that my history be published by the county library to celebrate Ontario's Bicentennial. With his support and the guidance of Irene Golas, editor, I have completed the work I began more than fifty years ago.

MIDDLESEX

OXFORD

BELMONT

SOUTH
DORCHESTER

SPRINGFIELD

Aylmer

ST. THOMAS

SOUTHWOLD

BAYHAM

NORFOLK

DUNWICH

YARMOUTH

MALAHIDE

DUTTON

VIENNA

PORT STANLEY

PORT
BURWELL

ALDBOROUGH

WEST LORNE

RODNEY

KENT

0   5   10
Miles

N

Lake

Erie

County boundary

Township boundary

ST. THOMAS   City

Aylmer   Town

BELMONT   Village

(x)

Elgin and surrounding counties.

The County of Elgin

Map courtesy of:
City of St. Thomas Engineering Department

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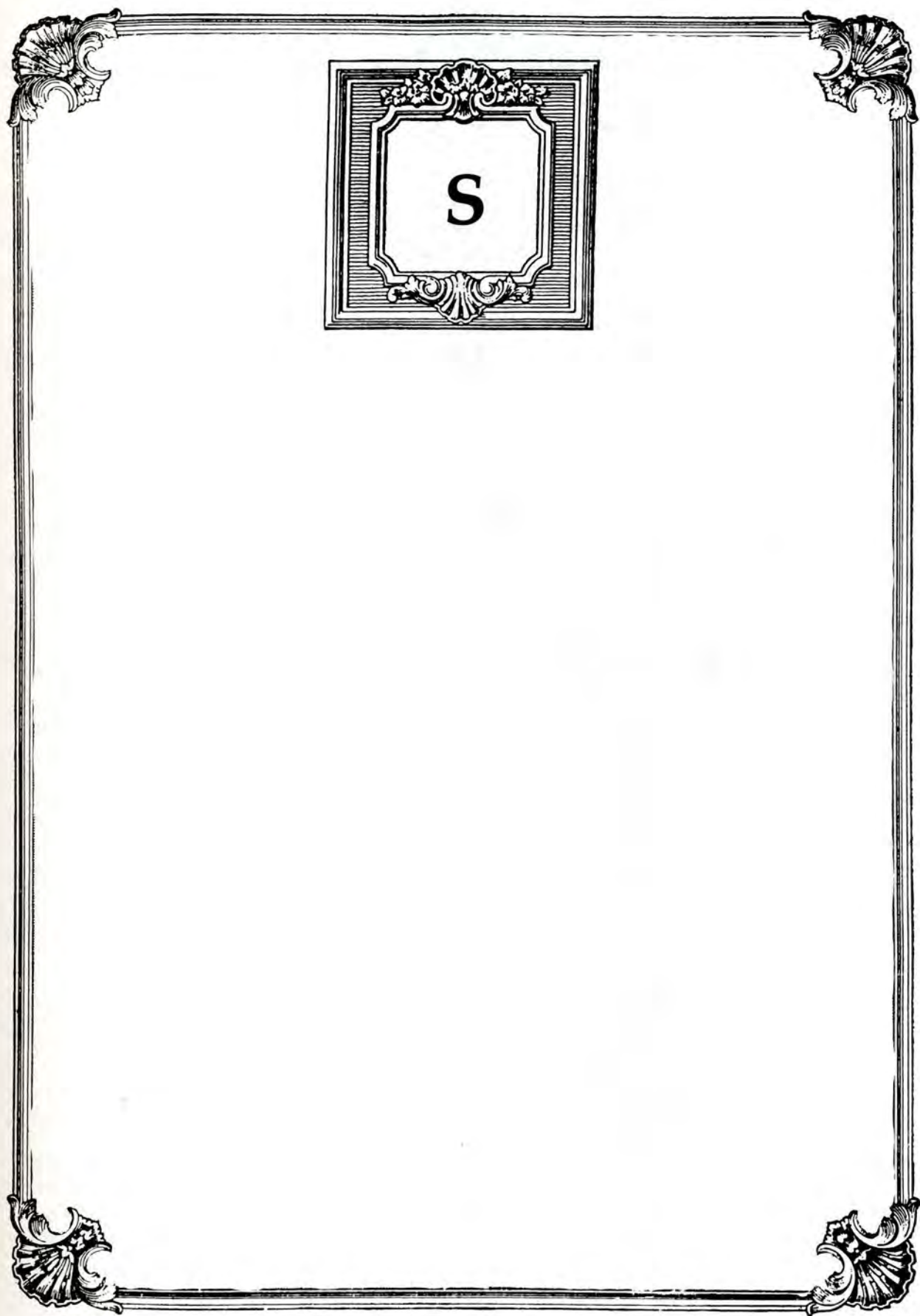
SANDYMOUNT

At the foot of Sandymount hill the farm of William Dodd captures a person's eye because of its location. The creek bears the name of an early settler, John Dodd. The farm was purchased by John Dodd after he came back from the British Columbia goldfields with money made in the Cariboo Gold Rush. John Dodd was a member of a well-equipped group of men who were Peter Doan, Frank Penwarden, William Hutchinson and one other I cannot recall. According to Peter Doan of Orwell, they travelled as far as the Saskatchewan River. While fording the river, Frank Penwarden lost his life. From this point the group headed for Fort Edmonton, where they changed their wagons for packhorses and continued into the Rocky Mountains. It was at this time that William Hutchinson dropped out, taking a job as a clerk in a Hudson's Bay Company station. The rest continued on through the mountains, where they ran out of food and were forced to slaughter some of the horses. They arrived at the Thompson River and journeyed to the Cariboo goldfield in the Upper Fraser River district. On the way they ran out of food and had to rely on dead fish found along the river. The Cariboo Gold Rush was near its peak when in 1862 Sir James Douglas ordered the Royal Engineers to build a road (still known as the Cariboo Trail) to the gold diggings, thus enabling the gold rush, which started in 1857, to peak in 1863. After spending years in the goldfields, John Dodd and his companions headed home, some penniless and some not, but rich in experience.

On top of Sandymount on the east side of the highway, across from the Ontario Provincial Police building, is the location on which Edward Rogers settled in the year 1853. Here he built his home and named it "Sandymount" after a summer resort on the Irish coast near Dublin. The property was the third to be acquired from the Crown in that area and was settled in 1836. A building was erected close to the highway by Edward Rogers and was used as a grain exchange for many years until his death. His son George, who was a cabinetmaker and millwright, converted the building into a furniture shop. Fortunately the old Rogers home is still standing in all its quiet splendor, a monument to the skillful hands of our forefathers. The most notable features of this house are the front door with its elliptical arch, the handmade doors and the window sills made of hand-turned walnut. This home is cared for and lived in by descendants of the builder, Beatrice and Gladys Cox. The original tollgate and house were located across from this house. The original Sandymount roadbed was winding, not straight like it is now.

This story of climbing Sandymount the hard way was related to me by Jack Esson. "One day, I decided to take my wife for a little drive in my new automobile, E.M.F., or better known as Every Morning Fixit, and we very cautiously threaded our way down the old Talbot Street hill and turned north to Talbotville. For some reason or other, I stalled the car three-quarters the way up the hill; it was because I did not use a lower gear. Well, there I was stalled, and so I had my wife sit behind the wheel and I instructed her on which lever had to be moved. And with that, I proceeded to swing the crank handle. I pulled the choke and swung the crank and nothing happened and again and again I heaved that crank around and around and not a cough. By this time the sweat was pouring out of me and the more I cranked the madder I got, until out of breath, I stopped to get a rest and look about me. And to my amazement, I found I was on top of that blasted hill; my wife had put it in gear and I had cranked that blasted car up Sandymount."

SAXTONTOWN

In 1848 Jesse P. Ball was engaged to survey some land owned by John Saxton on the south bend of the Otter Creek north of Port Burwell. A number of lots were surveyed and given to interested individuals on the condition that they improve them. John S. Marr, William Saxton, Alexander Saxton, Elijah Saxton and John Edison secured their lots in this manner. A road was surveyed to the site along the line between the farms later owned by Elijah Haines and Walter Chute, but it was never opened. A number of homes were built, but because it was such an out-of-the-way place, it was doomed to failure.

SECORD'S CORNERS

(Penhale's Sideroad)

The first settler on these corners west of Orwell was William Peter Secord about the same time that young Garrett Oakes took up land in New Sarum. Secord was advanced in age when he brought his family and settled on land he obtained from the Crown. He was 107 years of age when he died in 1812 and was buried on the highest spot on his farm. This information was given to me by Anderson Secord, who was William's great-grandson.

When the War of 1812 broke out, Captain David Secord, the son of William Secord, served as an officer. He took part in the Battle of Queenston Heights and was present when General Brock was killed. He took over his father's farm in 1818 and had his sons look after it while he sailed the lakes as a schooner captain. On one of those occasions he and his crew were caught in a violent gale and were driven into the dangerous shallows of Long Point, where the schooner was smashed by the savage waves. One of the survivors recalled how Captain Secord and his mate lashed themselves to the main mast and perished with the ship. Anderson Secord recalled that the body was found the following month among the reeds. Lake Erie is very treacherous and when a ship is driven into the shallows of Long Point by the westerly winds, it is at the mercy of twelve- to twenty-foot waves which can lift a ship and slam it to the bottom, thus splitting the hull. The chances of survival of those thrown overboard are slim because of the undertow. Long Point, Plum Point and many other places were regarded by the early sailors with terror and fear. One November ten years ago, I journeyed to the Long Point area to witness the effects of a November gale and came away stunned at the sight twelve-foot waves colliding with twenty-foot waves. As I turned to go, I caught sight of a piece of human skull that had washed up on the beach, a silent testimony to the awful power of nature.

Captain Secord left behind nine sons and seven daughters. His sons were Peter, Stephen, Graves, Henry, William, Joseph, Benjamin, Thomas and James. Thomas was the father of Anderson Secord, who took up land south of New Sarum in the 1860s. He farmed for a few years and then moved to Orwell. Thomas Secord was married twice. His first wife, Christina Cline, died suddenly in 1852, leaving behind two sons and two daughters. For three years Secord looked after his family the best he could. Then he met Margret Utter and by this union four sons were brought forth: Emerson, Anderson, Hamilton and Wellington. When the children grew up, they left home as there was very little opportunity open to them. Anderson left home and went to British Columbia to better himself. Because he had the call of the sea in his blood, he took up commercial fishing. He started with a rowboat and in a number of years owned a schooner and a steamship. During the winter months he engaged in the fur trade and spent each winter in isolation in some lonely place surrounded by books. He arrived in British Columbia in 1888 and operated a commercial fishing business for forty years. The one place he stayed the longest was at the foot of Butte's Inlet, by the Yucutta Rapids, one hundred miles from Vancouver. Secord recalled that when he first arrived in Vancouver, logging was still being done along the main street. He also said that he remained single along with two of his brothers because they never had the money or the time to afford a wife. This wonderful old gentleman, whom I had the pleasure of knowing, passed away in his ninety-third year in 1952.

The children of the settlement first attended school in an old log cabin on the corners. As time went on, a little frame union school was erected on the eastern edge of the valley on the south side of the street just east of the corners. This school was also used for religious services by the Baptists until it was replaced by a frame edifice which served the immediate needs of the people until the church was moved and relocated in New Sarum. It was here that the second Baptist Church of the township of Yarmouth was founded and organized on January 8, 1838, with thirty brethren forming the Regular Baptist Church. The brethren were O'Neil Cloes, Hosea Baker, Peter Caughell, Daniel F. Yorke, John Learn, George Teeple, John Graves, Stephen Wilcox, George Brown and Mark W. Hopkins. The sisters were Susan Hopkins, Margret Wilcox, Elizabeth Graves, Frances Teeple, Elmira Yorke, Eunice Cloes, Mary Caughell, Sarah Brown, Mary Ann Brown, May Francis, May Gilbert, Sally Hester Crane, Margaret Bush, Sarah Ann Bush, Agnes Teeple, Lady Brown, Eliza Brown, Margaret Thompson and Jane Smith. The first deacons were Hosea Baker and Peter Caughell. Mark W. Hopkins was the clerk. Communion was held every third month.

These corners could also have been named Tisdale's Corners because the next settler on the southwestern section was Major Matthew H. Tisdale, who purchased the land from William Peter Secord on July 19, 1828, according to a deed numbered 1021.

This story really begins when Captain Ephriam Tisdale, who was a native of Lancaster, England, brought his family from across the sea to settle in America. His family consisted of eight sons and two daughters. They settled in Boston where Tisdale established a shipyard and prospered until the War of Independence. Tisdale and his sons favoured the Crown and fought on the side of the British, as a result of which they lost all their possessions. They then sought refuge in New Brunswick. Tisdale was commissioned by the Commander-in-Chief of the province and was made a member of the local militia. He returned to sea, operated a sailing ship, and developed a trade route in the West Indies. Lot Tisdale, one of the sons, decided to strike out for himself and so journeyed to the Long Point settlement in 1797. Liking what he saw, he returned to tell his brothers Ephriam, Joseph and William. In 1801 they moved to the area accompanied by their widowed sister, Hannah Perley. In 1806 Matthew, John and Samuel arrived with their parents and their sister Jeanna. Joseph Tisdale returned to New Brunswick to marry his sweetheart, Margaret Lawrence, and returned to Long Point, bringing with him a large load of general merchandise with which he set up a business east of Vittoria (Tisdale's Mills). His partners were his brothers Samuel, Matthew and Benjamin Mead. Matthew, after a period of time, left and took up farming in Townsend Township, later moving to Secord's Corners. Ephriam Tisdale, Jr., moved and settled in Charlotteville Township on Lot 18 on the Lake Road. In 1814 Joseph Tisdale and his brother founded the "Old Red Mill" and a tannery. Later Lot pulled up his stakes and moved to Ancaster and still later to Burford after having sold his Ancaster farm to his brother Samuel. William Tisdale moved and settled near the present site of Hamilton. John Tisdale took up farming in Windham Township. Captain Ephriam Tisdale lived seventy years and died in 1815 near Tisdale's Mills.

Major Matthew Tisdale served in the War of 1812, after which he went back to farming in Townsend Township. In 1828 he and his wife Abigail and family moved and took up land near Secord's Corners. He received his patent on January 24, 1855. On his death in 1875, the land was divided between his two sons, Wallace and Cyrus. The major died at the age of eighty-seven in St. Thomas, where he retired for health reasons. Abigail Tisdale predeceased him in 1854. Both are buried in the old St. Thomas churchyard. When Major Tisdale retired to St. Thomas, he became active in the Masonic Order. According to the family history, the wife of Major Tisdale was an Abigail Axford who was born in the Deep South on a plantation. Her father was a wealthy plantation owner. As a wedding present to his daughter, her father appointed a coloured maid to look after her. For years she was Abigail's constant com-

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panion and servant. Cyrus Tisdale on his marriage to Elizabeth McTaggart erected the white brick house just west of the corners. The bricks were made from the clay south of the corners; in fact, most of the houses nearby were made from bricks that were kilned in the brickyard near the little creek. Anderson Secord stated that the brickyard was established by William Skates but since then I found that he was employed by Cyrus Tisdale for that purpose. In 1883, after a short period under the ownership of Turnbill and Wickett, the brickyard was purchased by Nelson Bradley. The marriage of Cyrus Tisdale brought forth five children. Matthew, one of the sons, inherited the property from his father. He was born on the homestead on April 30, 1871, and attended school nearby. He married Agnes Dean on December 25, 1899; she was the daughter of Robert Todd Dean. By this marriage four children came into the world and I have the pleasure of calling one of them, Cyrus Francis Tisdale, an old friend. The names of the other children were Lila Jean, Charles Clayton and Ross Garner.

These corners could also have been called Wilcox Corners because Stephen Wilcox settled here. His father William was one of the original settlers of New Sarum. He purchased Lot 21 on December 4, 1817. Here he homesteaded and raised a large family while his brother, Justus, who settled on Lot 10 on the same concession on August 9, 1816, also proceeded in the same direction. The sons of Stephen Wilcox, Henry and George, also took up land on the northeast corner. George, who was born in 1851, became a successful breeder of fine horses. This land is now graced by the beautiful home of Robert Wilcox. North of the Wilcox settlement, Emmon Cline established his farm while his son Jonas established a farm on the North Edgeware Road. After he inherited the old homestead, the first thing he did was to replace the farmhouse with a beautiful ten-room brick dwelling, which became the home of Dr. and Mrs. Ken Penhale. The sudden wealth that fell upon Jonas Cline threw him out of balance and the wealth soon passed through his hands. After his passing, his widow and family were faced with having to sell the homestead to Silas William Penhale in 1900.

When Silas Penhale purchased the farm from Mrs. Cline, he felt sorry for her and gave a portion of the farm, along with a house, for the widow and her family to live on for the rest of her life. Silas Penhale was the son of John and Mary (McGregor) Penhale and the grandson of Thomas and Mary Ann (Pearce) Penhale. He married Bertha Sanders. Thomas Penhale was born in Cooksbury, England, in the year 1800. In 1831 he married Mary Ann Pearce. The following year he and his wife came to Canada at the invitation of his brother Richard, who had taken up land on the 10th concession of Yarmouth Township in 1831. Later Richard Penhale served as a surveyor and laid out a portion of the future city of St. Thomas. When the Thomas Penhales first arrived in Canada, they took up residence in a farmhouse that was located near the present location of Kains Street, St. Thomas, where they lived for a short period of time until Thomas received his land patent from the Crown in 1832. On September 17, 1835, he purchased Lot 10 on the tenth concession of Yarmouth Township, just west of the Yarmouth Centre Road. The farm consisted of two hundred acres and was purchased for £125. He purchased additional land on Lot 4 of the tenth concession in 1862. Thomas Penhale and his son John were instrumental in purchasing a plot of land on Lot 2 of the tenth concession for a church and a burying ground which is now known as the Salt Creek Cemetery. The Penhales and their son Richard were laid to rest in its leafy soil. The marriage of Silas Penhale and Bertha Sanders brought forth two sons, Kenneth William and Russel John. Penhale became an outstanding farmer and specialized in raising cattle for the English market. With the assistance of his father, John, and his brothers Thomas and Nelson, Silas drove the cattle to St. Thomas to be shipped by rail to Montreal. Silas Penhale also had other interests. He became involved in real estate and in 1908 moved his family to St. Thomas and took up residence on 11 Elizabeth Street. He took as a partner George Geddes. In 1910, hearing of a land boom in Edmonton, he pulled up stakes and moved out west; here he prospered for a period of time. When the boom came to an end because of the outbreak of World War I, he moved back to the farm in 1915. He ran into bad financial times and during this trying

period his wife died. The only thing that kept him going was a promise he made to his wife that his sons would have an opportunity to obtain an education. Penhale's health soon started to decline and in 1924 he passed away. Penhale requested his sons to clear the debt on the farm; this was accomplished through the efforts of Dr. Kenneth Penhale.

Kenneth Penhale left home with $250 in his pocket and a strong will to succeed. He went to Chicago and entered Northwestern University in Evanston, Illinois, where he obtained his degree as a dental surgeon in 1926. From there he went to Loyola University Medical School and in 1934 received his M.D. He had his surgical training at Ravenswood Hospital in Chicago and later in New York. He became director of the First National Life Insurance Company of Omaha, Nebraska. As his workload increased, he resigned and carried on his surgical practice. He was made a Fellow of the International College of Surgeons in 1942 and later a Fellow of the International College of Dentists. Russel, Dr. Ken Penhale's brother, became a dental surgeon and remained single all his life. He was killed at the age of thirty in an auto accident in 1934. This accident resulted in a lawsuit by the heirs of the four other people who were killed. Ken settled with the claimants out of court as Russel was just getting started as a doctor at the time of the accident. Ken mortgaged his brother's land. And so the doctor, by hard work, was able to buy back his father's land and pay off all outstanding debts. Ken met Helen Margretha Wolfe, who was a social work executive in charge of a private welfare agency. They married in 1932. By this union they had two children, Betty Lou and Kenneth Russel. Betty Lou became a Doctor of Psychology. Kenneth Russel, after receiving his B.A., did postgraduate work at the Northwestern University Dental School, and planned to become an M.D., but death claimed him in 1960 when he was just twenty-two. After thirty-five years of practice in Chicago, Dr. Ken Penhale returned to his farm home, his birthplace, Lot 26, Concession 9, Yarmouth Township, and together with his wife restored the homestead and purchased many farms which he managed. So you see why this road is now called the Penhale Sideroad.

On the next concession south of the corners another man of distinction was brought up on his father's farm. That gentleman later became a great parliamentarian and local politician. He was Charles Andrew Brower. His father, William Brower, was born in New Brunswick in 1819. He eventually settled on the northeast corner of Yarmouth Centre and lived there until 1867. His wife was Elizabeth Mills, the daughter of George Mills, a veteran of 1837. To improve his farm output, he moved and erected a large frame home south of New Sarum. By his marriage he had one son and three daughters. One of the daughters married John Barnes, who had the farm east of the Brower estate, now occupied by Mrs. Lloyd Smith. Another daughter became Mrs. Tripp of Forest, Ontario.

Charles Andrew ("Andy") Brower was born on June 13, 1857, and with the exception of four years that he spent in St. Thomas, lived in Yarmouth Township all his life. He received his education at the New Sarum public school, the St. Thomas high school, and the Commercial College in London. He was a farmer all his life, his farm being located near New Sarum. Brower entered municipal politics at an early age and for eleven years occupied a seat on the Yarmouth Township council. Of this period, he was councillor five years, deputy reeve five years, and reeve three years. Then he was chosen Conservative East Elgin candidate for the Legislature and was the victor in the eight contests that followed. Brower's first campaign was in 1894 against J. C. Dance, Liberal, and W. M. Ford, Independent; he won by 366 votes over Dance. His second contest, in 1898, was against Daniel McIntyre of Yarmouth, and his majority in that fight was twelve votes. The election was voided, and in the year following Brower was re-elected in the by-election by a 124 vote majority, also over McIntyre who, like Brower, was a former reeve of Yarmouth. In 1902, Brower had another close contest, this time against Dr. Coll Sinclair of Aylmer, his majority in this campaign being twelve votes.

In 1905, when the Whitney government came into power, he defeated J.C. Dance of Kingsmill by forty-three votes. Three years later he won over Charles W. Wannacott of Copenhagen by 497 votes. In 1911 he was pitted for a third time against Daniel McIntyre, who this time lost by 581 votes. Brower's last campaign was in 1914 when he defeated N. S. Cornell of Aylmer by 322 votes. During the elections participated in by A. B. Ingram, who represented East Elgin in the Dominion House from 1891 to 1906, and by David Marshall, who served from 1906 to 1920, Brower gave able assistance, and the Conservatives owe much of their success in these campaigns, as well as in the contests for the seat in the Legislature, to Brower's organizing ability. He knew the riding from one side to the other, and always made a personal canvass. Few, if any, men in the country ever attained the popularity that "Andy" Brower enjoyed.

Brower was twice married. His first wife, Ellen Penhale, was the daughter of John Penhale, north Yarmouth, and his second wife, who survived him, was a sister of the first, Minnie Penhale. He was also survived by one son, George Freeman Brower of Mapleton, and two sisters, Mrs. Barnes of Yarmouth and Mrs. Tripp of Forest, Ontario. His only son, George Freeman Brower, did not have the interest or drive of his father. After his marriage to Effie Tilbert, he became ill and eventually moved to Mapleton, where he died in 1943. The Brower home was a rambling frame house that sat on the summit of the little hill south of New Sarum until 1924, when it was destroyed by a fire that started in an over-heated stove. It was at the time occupied by A.M. Morse, who later moved to Straffordville. Charles Andrew Brower retired as East Elgin representative in 1919 because of failing health. In 1920 he moved to 34 Mary Street, St. Thomas, where he died in 1924 in his sixty-seventh year.

SELBOURNE
(Suckertown, Talbot Mills)

Selbourne at the present time is just a whisper from the pages of the past. It was once the centre of hope and ambition for Captain Joseph Smith and was carried on by his son, William; the Thompson brothers, Bryce and Thomas; Sarah Wintermute; and James and George Begg. Interest ran so high that Daniel Hanvey was engaged in 1840 to survey the area for streets and village lots. Then the lots were put up for sale and industry was encouraged to establish there.

Further to the south on the east side of the creek Colonel John Bostwick settled in 1812 and so started Port Stanley, which did not blossom until the decline of Selbourne. It is said that the coming of the London and Port Stanley Railway and the flooding of Kettle Creek brought about the doom of this settlement. The settlement was named after Lord Selbourne and the name remained after the name Talbot Mills was dropped. In later years it became known as Suckertown because of the sucker fish in that portion of Kettle Creek.

It is recorded that Captain Joseph Smith was the first settler in this area. He was born in Londonderry, Ireland, in 1773, came to Canada in 1787 and lived in the home of Colonel Talbot. In 1808 he received a patent for Lots 3 and 4 on Concession 1 and Lots 4 and 5 on Concession 2 in Yarmouth Township. On these lots he built many industries that were later carried on by his survivors. On Lot 5, Concession 2, he built a distillery in 1816 and a store, the latter being the first in the district. On Lot 4, Concession 2, he laid aside a portion of his land for a burial site; it became known as Captain Smith's Cemetery. Later it was named Wintermute's Cemetery. On Lot 3, Concession 1, he erected a saw and grist mill, which was operated and owned by Benjamin Wintermute in the 1870s. When Smith erected the grist mill, he obtained the machinery from Boston and took on as partner a Mr. Firth. When a bank failed in Toronto, forcing the partnership into bankruptcy, the mill fell into disuse and a few years later was destroyed by fire. The mill was rebuilt by M. Penhale and was used as a broom and axe handle mill. The sawmill was later operated by Jones and Wintermute. Captain Smith was married twice, his first wife being Elizabeth Crooks, who passed away in May of 1818. His second wife was Anne Bryne and by this union five children were born: Mrs. Bryce Thompson, Mrs. Robert Thompson, Mrs. James Begg, Mrs. Benjamin Wintermute, and William Smith. The captain died on the first day of February in 1840 at sixty-seven years of age. He left his property to his grandchildren, Benjamin and Joseph Wintermute.

Selbourne prospered for many years until it was partially destroyed by a series of floods. The floods and the lack of industry together caused the decline of the village between 1850 and 1860. The business section at one time consisted of a hotel, two distilleries, a drugstore, a grocery store, two blacksmith shops, a foundry, saw and grist mills, a wool mill, a wagon-maker's shop, warehouses, and wharfs. The hotel passed through many hands, the last being those of David Anderson and Richard Martin. The hotel later fell into disuse and was moved into the village of Port Stanley and placed on a site next to the town hall. One of the distilleries was operated by William Smith, son of Captain Joseph Smith. During the "dry" years it was the scene of much activity when it was rumoured that there were still some kegs of whiskey buried in its aging vault. Nathan Hussie was the one and only drugstore operator;

his business was swept away by a flood in later years. There were two shoemakers by the names of Hugh Stinson and Bill Bryce. A foundry, which was first established by a Mr. Hornby, was last operated by John Wintermute, who turned out many ships' anchors and other fittings. The first grocery store was opened and operated by James Turville, Jr. He also had a lumber business. John Wintermute was the last to operate a grocery in this little settlement. By the middle of the 1860s the only businesses in operation were the grist mill of Jesse Zavitz and Jonathan Berry, and the turning shop of George H. Floyd.

I now refer to the mills that were located nearest to Selbourne. The first mill was opened by Hamilton and Warren about 1817 and was known as the Talbot Mills. It was located on the eastern side of the valley. Traces of the old mill-dam can still be seen near Moore's Water Garden. This mill was destroyed by a flood. One of the first schooners built was the *Sterling*. *It was constructed by Hamilton and Warren at the Talbot Mills and had a capacity of ninety* tons. Just north of the site of Suckertown on the west side of the valley, on the way to Fingal, Jonathan Berry had two mills on the same stream, one above the other; the upper mill was the sawmill with its own mill-pond which spilled into the lower mill-pond that served the grist mill. Both mills were powered by waterwheels of the overshot type. The mills were established in 1851. In 1870 an Englishman and his wife took up land on the Union Road, the road to Fingal. He was a weaver by trade and a farmer by necessity. Emira Earnshaw eventually decided that he would ply his old trade and so took over one of the mills, converted it into a wool mill and manufactured blankets and other goods until his demise. His son, J.E. Earnshaw, let the mill go as the competition with the Green brothers' woollen mill at Union was too much, and went back to farming. The mill was then purchased by the manager of the Zavitz mill, Thomas E. Harding, who left the employ of Jesse Zavitz for whom he had worked for thirteen years. While looking over an old gazetteer of Elgin, I came across a description of the mill, which was then known as the Phoenix Flour Mill. It was described as a three-storey frame building forty-five feet in length and thirty-five feet in width with two runs of stones and a waterwheel. After Harding's death, the mill was sold to George H. Bell in 1925, who operated it for eighteen years. It was taken over by Glen Millman after Bell's death in 1943. In 1951 the mill was purchased by C. Teskey Smith, a Toronto businessman, and was dismantled, moved to Orchard Heights, reassembled and converted into a summer residence. The work was done by Norman R. Brooks of Aylmer, Ontario.

For many years my favourite spot was the old mill on Lot 16 at the end of the mill road on Beaver Creek. Here I spent many pleasant afternoons enjoying the music of the trickling stream and exploring the interior of the mill. Often I climbed the rickety old stairs and read the faded fair announcements that were glued to the walls. This grist mill was erected by Jesse Zavitz in the year 1831 and was operated by him for many years until Thomas E. Harding took over on a share basis for thirteen years. The mill never was a success and it suffered many ups and downs through the years, one reason being the lack of water because the Beaver Creek was dammed up every few miles upstream to Lot 15 in Yarmouth Township. Starting at Lot 15, there was the sawmill and mill-pond of Samuel Minor. Next down the stream was the Bailey mill, followed by the Beaver Mills which were operated by George Hawkins. This later became the site of the Dadson mill and vinegar works. The next mill was operated by Willson. A mile further down was the wool mill of the Green brothers. Then the creek crossed the land of James Meek and into the Zavitz mill-pond. The big drawback of the Zavitz mill-pond was the lack of water. It seems that after the water left the Greens' mill it had but a small and shallow mill-pond in which to collect for the Zavitz mill. Jesse Zavitz operated the mill for nearly sixty years. During that space of time Thomas Harding managed it for thirteen years. After he left, the mill was taken over by James Fawcett of Aylmer. James Fawcett married the widowed daughter of Jesse Zavitz when her father died and proceeded to operate the mill under a different system. He replaced all the old equipment with modern machinery and powered the mill with steam. This brought about his downfall for

the upkeep of the mill was too much and he went into bankruptcy. The mill was sold to John Campbell of St. Thomas, and Dugald Ferguson, who later sold out to James Turville, Sr. Turville was the last man to operate the mill. The old mill was dismantled in 1949 and the lumber was used for house construction.
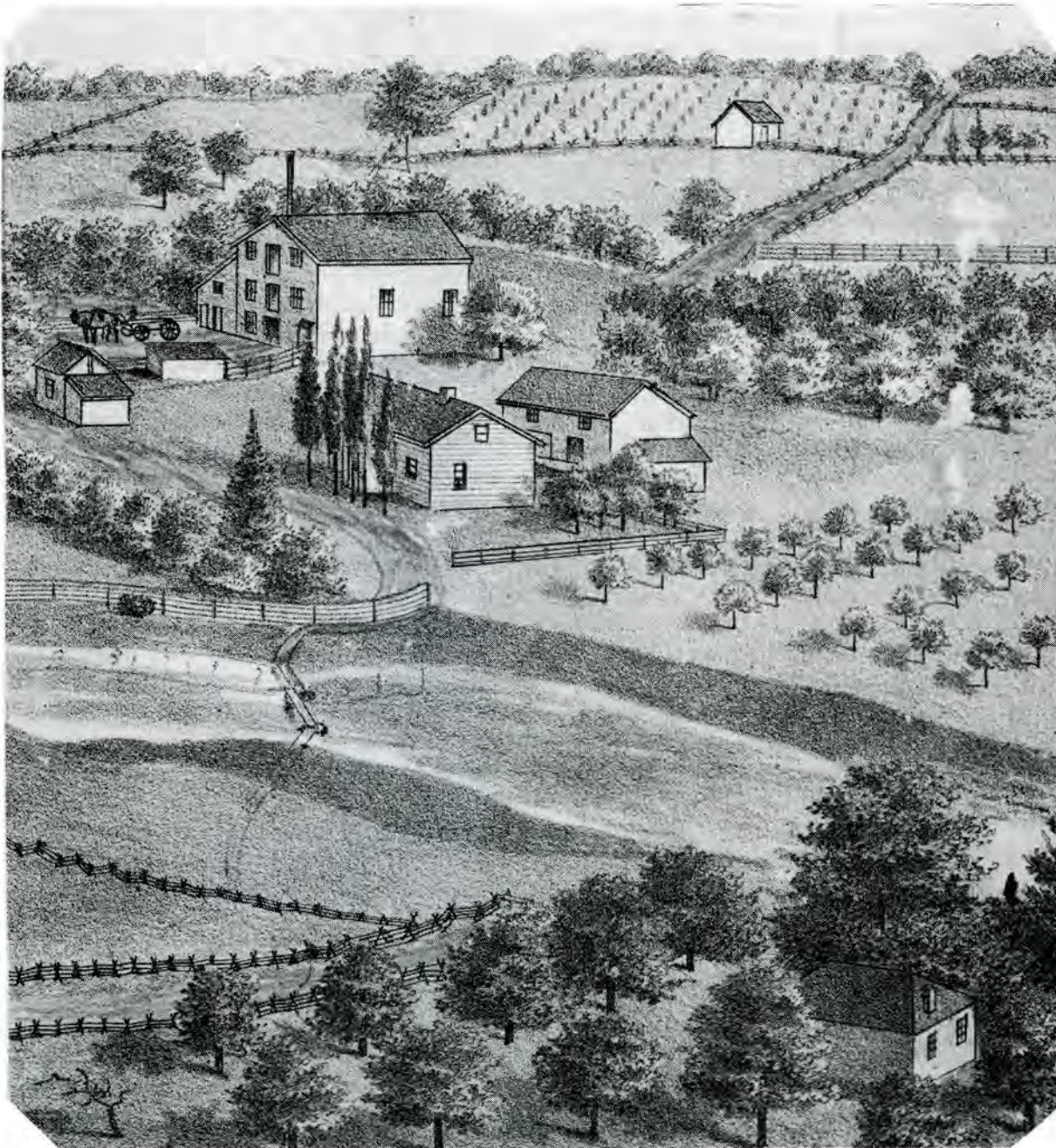
The mill on Beaver Creek.

Every settlement must have a place of learning. The "old Brayne" was the closest thing to it in Selbourne. The first school was erected in 1837 on land donated by Richard Brayne. He was a native of England and was born in the year 1756, settling here in the early part of the century. He also donated land for the Brayne cemetery. The old frame school served for eighty-seven years and was destroyed by fire in the winter of 1924. A vacant house near the mill was used for a short time and in the fall of the same year, the children went to school in Port Stanley until a new school was built. By 1947 only seven pupils attended the Brayne

school, and in 1949 the children were taken by bus to Port Stanley. The Brayne school was closed and sold as a residence. Richard Brayne died in 1852. Dr. James D. Curtis was a teacher here at one time.

Before I close this story of the early days of Selbourne, I must tell you about Captain Smith's cemetery on Concession 2. For years I passed this little cemetery without a second glance until one day I stopped. In the midst of thick underbrush, I found the headstone of Captain Joseph Smith under three inches of moss, dead foliage and sand. Surrounding this were many hollows in the ground denoting the presence of graves without markers. At one time these graves were marked by wooden headboards that through the years rotted away. (In the early days stone for headstones was scarce and too costly for some to buy. In some cases there were also few stonecutters. Later stone was used as ship ballast and emptied at the nearest port in exchange for cargo. The stones were then sold for building material.) Near Smith's grave is the tall and stately monument erected in memory of Rachel Ann Smith, wife of William D. Smith, who died on the 29th day of December in the year 1812.

I also came across the graves of the McCall family. The history of this family is a lengthy and interesting one which dates back to 1796. Donald McCall, a United Empire Loyalist, came to Canada in 1796 and took up land on Lot 18, Concession 4, in Charlotteville Township. He was advanced in years when he and his wife, Elsie Simpson, and five sons, John, Duncan, Daniel, James, and Hugh, and three daughters by the names of Catherine, Elizabeth, and Mary came to face the hardships of pioneer life. Hugh McCall, the youngest son, was a child of three when the family landed at Big Creek in 1796. Later he married Eamer Haveland, daughter of Captain John Haveland, who lived at the time in Townsend. Hugh McCall purchased a sailing vessel from Messrs. Cross and Fisher and engaged in the shipping business on Lake Erie. Late in the season of 1819 he was caught in the ice floes off the shore of Port Rowan while trying to make port with a cargo of salt and other supplies. This incident caused a salt famine and salt went up to $2.00 a barrel. After this Hugh McCall gave up the shipping business and took a grant of land in the township of Sombra, where he stayed for a short time and engaged in the fur business. Then he left Canada and went to California, where he lived for a number of years. He returned home and died in 1873 at the age of eighty-one. Hugh McCall's family settled near Port Stanley. His son Allen opened a hotel in Union, north of the mill-pond, and was in business for many years before moving to St. Thomas, where he died. His only daughter Sarah never married.

Hugh's father was a private in the Black Watch (Royal Highlanders) and took part in the Battle of Ticonderoga in 1758. Later he transferred to the 77th Regiment (Montgomery Highlanders) and had the honour of serving under General Wolfe at Louisburg and Quebec. He was afterwards sent with a detachment of his regiment up the lakes. From the Niagara River they came along the north shore of Lake Erie and engaged the French and Indians at Turkey Point. After a skirmish the enemy was driven back as far as the present site of Waterford. After the French War, Donald McCall was discharged and settled down on a land grant in the British province of New Jersey, where he lived until the War of Independence. In 1796 he and his family settled in Walsingham Township. The following year he removed to Charlotteville Township. Hugh's mother, Elsie Simpson, was the sister of David Simpson. It was claimed by Squire Simpson McCall that the latter was the grandfather of the president of the United States, General Ulysses Simpson Grant. I agree with Helen (McCall) Pincombe that there is no concrete evidence to back this claim. A headstone that attracted my eye was a small oblong stone erected in memory of Sir James McCall, son of Allen Simpson McCall, who died on the 22nd of September, 1854, at the age of eight years; his mother, Mary, is laid to rest next to him. She died on the same date. (The name of Allen's son is a Christian name and not a title. You can find an example of the same thing in the Frome cemetery.)

SEMINARY CORNERS

(Springfield Seminary)

Seminary Corners is located on Lots 10 and 11 of the fourth concession of Yarmouth Township, east of Plains. It can be identified by a red brick school and a cemetery on the northeast corner. The story of these corners goes back to the attempts to establish a school in the vicinity. The first school was located on Lot 9 of the same concession. The construction of this school was a local affair in which everyone took part. The first teacher, Mr. Prime, taught from the Speller, English Reader and the Bible. Like other teachers in his time he was paid per pupil and had his board provided by various parents. There arose a feeling that the school was remote and so a second school was erected on Lot 3. It enabled pupils near Port Stanley to attend. As time went by the need for a better school was felt and so a frame school was erected on Lot 11, Concession 4; it became known as the "Springfield Seminary." The old frame was replaced by a modern red brick school in 1933. It is now used as a residence.

The land for the burial ground was donated in 1829. According to the church records in St. Thomas, it was known as the Page Cemetery. Jesse Page settled across the road from the school and cemetery on Lot 12. He was a U.E.L. from Pennsylvania. When he settled here, he built and operated a tannery and used the Beaver Creek to run his waterwheel, which was used to break up bark for tanning. The land was purchased from Zehiel Dennis.

From the early days when Squire Johnson arrived from Ancaster and settled in south Yarmouth in 1816, the Johnson family has proven itself as hard-working, upright and conscientious; in fact most of them probably went to an early grave because they tried to accomplish too much for the area and for their livelihood. The old Squire married twice in his life. He lost his first wife Thirza in 1836 and his second wife Sarah in 1849. He was the father of six children: Randolph, Horatio, Frederick C., Lewis, Eleanor and Thirza A. The latter died when she was five years of age. Randolph Johnson, the eldest of the sons, was born in 1809. He took over his father's farm. Through hard work he added to the farm until it was three hundred acres, as one can see by the 1864 Tremaine map. He devoted his spare time to local politics, and was on council for thirty years, becoming warden of Elgin County for the years 1856 and 1857. Johnson was one of the original owners of the London and Port Stanley Gravel Road. He was also a devoted member of the Masonic Order. Like his father, he married twice. Mary, his first wife, died in 1848. Johnson later married Sarah E. Haight, sister of Samuel Haight. She outlived her husband by twenty-four years and died in 1889. She lost her daughter Sarah E. in 1855 when she was five years of age. Randolph Johnson died in office as a councillor on December 25, 1865. I feel that his early demise was the result of overwork. Horatio Johnson did not have the drive that his brother Randolph had but lived a steady life as a farmer. He died in 1908 at the age of ninety years and his remains were brought back to the area and buried in the Seminary cemetery. There is no mention of his death in the local newspapers nor is there any notice given of the demise of his brother F.C. Johnson, who died in 1902.

Frederick C. Johnson was born in Ancaster in 1813. He was three when Squire Johnson settled on Lot 10 of the third concession of Yarmouth Township in 1816. When Fred Johnson reached the age of twenty-one, he decided that there was little opportunity for him in the district and so left home and roamed the western territories. After years of travelling, he re-

turned. He became involved in the 1837 Rebellion and enlisted on the side of responsible government, taking part in the battle at Toronto and Montgomery's Tavern. After the dispersion of Mackenzie's followers, he returned and got a job with the public works department at Port Stanley. In 1875 he became interested in handle manufacturing and had the first factory in the province to turn out handles that were fully manufactured by machinery. He operated the factory until his retirement. He died in 1902. His wife Mary predeceased him by two years. One of his sons became known as the ''Potato King of Ontario.'' He was born on the homestead in 1847 and married Theresa Fisher. Before his death on December 30, 1930, his son Walter A. took over the farm and proved to be every inch like his father and would have been equal to his father if death had not claimed him early in life. When Walter Johnson died on March 15, 1934, he left behind a devoted wife and two sons, Homer and Clive. The latter became a private in the army and died on August 23, 1940. He also left behind two brothers, Arthur B. of St. Thomas and Alfred R. of south Yarmouth.

SEVILLE and NEWELL'S CORNERS

To many, Seville is a jog on No. 3 Highway after they pass Summer's Corners, but at one time it was important enough to have a name and a post office, which it obtained in 1880 and held until 1892 with Lee Cascadden acting as postmaster. The principal settler on the south side of Talbot Street (No. 3 Highway) was Daniel Abell on Lot 27. He was born in England in 1784, came to Canada in the 1820s and farmed in Malahide Township until his death in 1868. His wife Ann died three years later and left the farm to the sons, Robert and Benjamin. One of the sons built a cheese factory at the northern end of his farm. Down through the years the cheese factory went through many hands. At one time Wesley Pound was the cheesemaker. The Seville Cheese and Butter Company surrendered its charter in 1932 when W.A. Phelps was the secretary. At one time it was known as the Welter Cheese Factory. It was forced to close because of competition, stood idle for many years and was dismantled in 1944. The post office reopened in 1904 and carried on until 1914, when the chapter on Seville was closed.

Newell's Corners was named after John Newell who operated a blacksmith shop on the southwest corner of what is now known as Walker's Sideroad, which intersected with No. 3 Highway. There was at one time an old Quaker church and cemetery on the site just south of the El Sol Tortilla Bake Shop. The church was of frame construction of the colonial design. Erected in 1845, it stood for nearly one hundred years. John and Elizabeth Newell lived near the church until she passed away in 1870. It was said that John greatly missed his wife until he died in 1912. On Lot 28 on the north side of the main road east of the corners, there was at one time a hall erected and used by the Grangers on land purchased from George Baker. After it was closed some of the local meetings were held in the old Quaker church. As the Quakers decreased in number, the old church was used less frequently until finally it was dismantled during the 1940s. It was said to be haunted.

Every time I visit the Burdick Cemetery east of Summer's Corners on No. 3 Highway, I take time to visit the graves of Reverend Caleb Burdick and his wife Lovina, and reflect on how great they were. The headstone of Reverend Burdick is barely discernible because of erosion. He was a man of God and yet was humble. I believe he inherited his fortitude from his parents. He was born in 1785 at Lansboro, Massachusetts. His father, James Burdick, was a native of Scotland. With his wife Phoebe, he settled in Vermont, where he operated a grist mill and ferry until the War of Independence. Then he was arrested and thrown in prison because of his loyalty to the Crown. He was able to free himself with tools his wife smuggled in to him. James Burdick and his family first fled to New Brunswick, then moved to Oxford County in 1790, where they settled near Ingersoll and opened a grist mill. Meanwhile, Caleb and his wife struck out for themselves and purchased two hundred acres of land east of Summer's Corners in 1819. Caleb Burdick at an early age was called by God and in 1820 was ordained. Because of the scattered settlements, many of the people seeking the comfort of the pastor had to wait their turn as Reverend Burdick made his rounds on horseback. Services were held in the openings, in barns, in log cabins and in schools. He worked with or without pay and relied on hand-outs from the people and the end products of his farm, which was tended by his wife and children when he was away. He was called on at all hours in case of sickness, death and weddings, in good or bad weather. A story is told about Reverend Burdick and the early days of his calling. This story was handed down by John Newell, who knew him very well. One day Reverend Burdick stopped in at John Newell's blacksmith shop

to pass the time. During the conversation he remarked that he was a little disappointed at the poor attendance at the nearby church during the summer months. John Newell turned to him and explained that the reason attendance dropped off was because of the lack of footwear. The people felt ashamed to attend services in their bare feet. Newell further explained that the average person could only afford one pair of shoes annually. It was noted that after that conversation the good reverend preached many a sermon in bare feet, some say because he, too, felt he should save on his footwear. It was common for a man or woman to go about the farm in bare feet. In the early days of Corinth, people often attended social functions in their bare feet and were also bareheaded.

SHEDDEN

(Corsley, Wilkie's Corners, Shaw's Corners)

Early History and Families

A long time ago, a man by the name of James Wilkie decided to open a blacksmith business in an old log parsonage on the northwest corner of the intersection of Union and Back streets. Here in the midst of a settlement of pioneers, some of whom had come in the second decade, he set up a little business to look after the needs of those who were trying to wrestle a living out of the dense wilderness. The settlement became known as Wilkie's Corners. Later it was known as Shaw's Corners after a prominent local family. The first store on these corners was founded by Ezra Shaw in 1871. Daniel and Ezra Shaw were the major landowners here, as were John Horton, Thomas Orchard, William Waugh and Peter Sutton. The Shaws also operated a brickyard north of the corners. Timothy Shaw had the lot west of the corners; this land is now the site of the Bethany United Church. Daniel Shaw was destined for an early grave. His twenty-eight years on earth were marked by hard work. The Angel of Death stayed his hand in 1886. Before Ezra Shaw opened his store, the nearest store was west of the corners. It was opened in 1830 by George Elliott. The site is west of the present site of the United Church. Shaw himself had to travel to Fingal to buy his supplies from Elliott. Prior to this, the local people journeyed to St. Thomas for supplies. (I should draw your attention to the fact that the land held by Daniel and Ezra Shaw was originally the property of their father, Timothy Shaw. Many years before Timothy Shaw took up his two hundred acres on the northwest corner of the Union and Talbot roads, the land had been first settled by Benjamin VanVickler. This latter information was uncovered by George Thorman.)

The village was later renamed after John Shedden, a railway contractor from Toronto who met a sudden death when he fell under the wheels of a railway car. A native of Ayrshire, Scotland, he came to Canada with William Hendrie in 1854. Shedden, for some time before coming to Canada, was a railway contractor in Pennsylvania and Virginia. In 1855 this gentleman joined forces with William Hendrie and founded a cartage agency for the Great Western Railway. In 1856, when the Grand Trunk opened from Montreal to Toronto, the cartage system was introduced on that line. Hendrie and Shedden opened offices in different cities where orders could be left and inquiries made. A more suitable wagon or lorry for moving heavy merchandise was introduced to replace the little cramped carts of the past. Each wagon was provided with a good waterproof cover to keep the goods dry. A uniform blank shipping note, with duplicate stubs in blank form, was given to the merchants. This reform came as a blessing to the shipping clerk, who had to decipher these documents by gaslight or an oil lamp. Previous to this time, with a few exceptions by large merchants, shipping notes were made out on the first scrap of paper that presented itself. Changes to old habits or customs which happen to clash with some existing interest have generally to run the gauntlet of opposition, and the cartage business was no exception to this rule. Hendrie and Shedden came in for their full share of it. Public meetings were held in many places to denounce the system, physical force was appealed to, a riot took place in Montreal, Shedden's stables were set on fire once or twice, and his life was threatened. Hendrie and Shedden from time to time jointly, and afterwards separately, imported a superior class of draught horse into the province. These splendid teams of horses were seen on the streets of many major cities in the Dominion of Canada, as well as in parts of Michigan and Illinois. Hendrie and Shedden were partners for many years, but they finally dissolved their partnership and arranged for a division

of territory, Shedden mainly acting for the Grand Trunk and Hendrie for the Great Western. Both became contractors for the building of railways and other public works. Among those built by John Shedden were the Union Station and Grand Trunk elevator in Toronto, the latter being erected twice, the first one having been burned down. He also built the Toronto, Grey and Bruce Railway (narrow gauge), and the Toronto and Nipissing Railway, of which he became president.

On May 16, 1873, he, with a number of citizens from Toronto, went up the Toronto and Nipissing road to attend a sale of his land. On returning, he got out of a car at Cannington station, and while trying to get back on while the train was in motion, slipped at an opening in the station platform and fell between the car and the platform, where he was crushed to death. He was forty-eight years of age. Only two days previous to this his nephew, William H. Paton, a promising young man of twenty-five, was drowned in Stoney Lake. A monument to their memory in the form of a massive granite obelisk may be seen in the Necropolis Cemetery, Toronto. After Shedden's death the business was taken over by Hugh Paton of Montreal. His daughter Jean married William Milne and this union produced five children. The Milnes first settled in Hamilton for a short time and then removed to Woodstock, where they lived for a number of years before making a final move to Innerkip with three of their children. James Shedden joined his brother in Canada and later moved to the United States and located in Chicago, where he and his son were contractors like John. In fact John Shedden, Jr., supervised his business for a short time. James and his son built the Billy Sunday tabernacle.

One of the early settlers was Daniel Silcox, a native of Corsley Parish on the border of Somersetshire, England. He left the comforts of his parents' home to face the hardships of pioneer life. His parents, John and Mary Silcox, possessed a farm of nineteen acres after the Closure Act of 1783. It was at this place that Daniel Silcox was born in 1783. At the age of thirty-three he left for Canada, and obtained two hundred acres of land between Shedden and Iona from Colonel Talbot. After he cleared some land and erected a log house, he met Mrs. Samuel Brotherhood, who was a widow, and they were united in marriage. This union brought forth five sons and two daughters. It was a happy occasion when Daniel Silcox's brother Joseph joined him and settled down in Southwold Township. Joseph left his wife and children in Corsley, England, to take advantage of land offers in Canada. Like his brother, he obtained a land grant from Colonel Talbot. His children, Thomas, Henry, John and Emma, followed later.

Another pioneer of the Shedden area was Ralph Stafford, who was born in the United States in 1794 and lived with his parents and brothers in Bethel, Vermont, until they sought the protection of the British flag. They came to Canada and settled in Oxford County. When the War of 1812 broke out, he joined the militia and took part in the Battle of Queenston Heights. After the war he and his brothers decided to take advantage of the land grants offered by Colonel Talbot. Ralph, John, Caleb and Abell obtained land in 1817 and settled on Lots 14 and 9 on the north branch of the Talbot Road, then known as Back Street and now known as No. 3 Highway. John Stafford was born in the United States in 1799 and became a weaver by trade. When his brother Ralph decided to settle in Southwold Township, he decided to follow. He received a grant of ninety acres. He married Margaret McColl in 1825; this wedding was witnessed by his brother Caleb. The homestead on Lot 14 was the birthplace of Amy, who died in 1882, Jane, Olive, Caroline and Cyrus. By this time Ralph Stafford had lost his wife through illness. Young Cyrus Stafford married and his wife Elizabeth brought forth Olive E., Nancy, Ralph, Henry, William, Wesley and Albert. I have no records of old Cyrus Stafford who settled on forty-two acres of Lot 14 in 1841 and was the father of three. Ralph Stafford became the local magistrate and at one time was a teacher. He also was an

inventive man and made the first wagon in the district. The wagon was handmade with log rounds for wheels and poles for the frame. Abell Stafford, a tailor by trade, was born in Oxford County in 1805. The records list him as being married twice with the first marriage being to Mrs. Sally or Sarah Brotherhood in 1831 and the second marriage being to a Miss Nancy. His children were Esther, Sarah J., Lewis, Amy C., William G., and Margaret M. Lewis Stafford had his farm on Lot 9 of the north branch of the Talbot Road, assisted by his brother William. Lewis met a tragic end on his farm when he was attacked by a bull. He was found mortally injured by his wife Ellen and a neighbour on October 28, 1870. Before he became a farmer he was a teacher. Some of the Staffords were buried on Lot 9 before the establishment of the Shedden Cemetery. After his brother's death, William Stafford took over the farm.

The Orchards were another early pioneer family in this area. Thomas Orchard, native of Devonshire, England, settled on Lot 16 in 1816 and became an important part of the fabric of this area. He obtained land from Colonel Talbot and was a farmer until his death in 1878. John Orchard, his nephew, was born in 1812 in Tauton, Somerset. He came to Canada in 1830 and purchased two hundred acres of land on Lot 13. In 1834 he returned to England, married Ann Bond in 1835, and then he and his wife left England and settled on Lot 13. At the time, his uncle Thomas, who was a bachelor, had been settled on Lot 16 for sixteen years. (John inherited Lot 16 when Thomas died on the 25th of March, 1859, at the age of sixty-six.) John was in Canada just a short time when the Rebellion of 1837 broke out. He enlisted in the militia and became a sergeant. Joseph, his brother, who was born in Somerset, England, in 1813, settled on Lot 14, where he and his wife Mary Ann Spackman raised six children. They were Emily, Mary Ann, Edwin, Amelia, Sarah and Anna.

John and Ann Orchard were the parents of eleven children: John Jr., William, Ellen, Mary Ann, Thomas, Selena, Henry, Sarah, Dora, James and Harriett. William was born in 1837. He settled on the lot that originally belonged to his great-uncle Thomas. He married Olive Stafford and had five children: Margaret, Herbert, John, Mabel and Augusta. William died in his seventy-fifth year on May 10, 1911. His wife Olive predeceased him in 1903. Their son John married Anna Pearce in 1900. (They were the grandparents of Mary Clutterbuck.) Selena, daughter of John and Ann Orchard, married Richard Stafford, one of Southwold's earliest teachers.

John Orchard soon became known for his strength and toughness. On hearing this, a Scotchman who was noted for the enormous power of his hands approached John and seized one of his hands, making the little Englishman wince with pain. Orchard answered with a flail of fists that knocked the Scotchman down eight times. After this the two men respected each other. Along with his farming interests, John Orchard had a cider mill on Lot 13. (For a time it looked as if part of the area would become the centre of the settlement.) The old Orchard home later became the farm and residence of Clarence Orchard and Marian Orchard. The old Thomas Orchard place north of the Shedden corners was taken over in 1944 by Mr. and Mrs. C. Carr. John Orchard died on or about April 11, 1890, and was laid to rest in the Frome Cemetery beside his wife, who had predeceased him by ten years. (The above information came from Mary Clutterbuck, Eileen Carr, Marian Orchard and Clarence Orchard.)

I would be remiss if I overlooked the importance of the Suttons. Their story began when Peter Sutton, who was a United Empire Loyalist, left Hamilton, Ontario, and settled on Lot 15 of the north branch of the Talbot Road in 1817. Peter Sutton found his way to the corners along Indian trails that were marked by blazed trees. He brought with him a horse, which was the first horse in the district, and a small number of livestock that consisted of a pig, sheep, a cow and a yoke of oxen. Peter Sutton was born in 1791 in the United States of English parentage. He was a man of twenty-six years when he and his wife Mary decided to leave the Hamilton district and seek land in Southwold Township. They settled on Lot 15 on a

survey line that later became the north branch of the Talbot Road. They brought with them their three sons: John, who was born in 1808; Amariah, who was born in 1809; and Henry, who was born in 1810. Calvin, the fourth son, was born in Southwold in 1818. Two daughters were born to the Suttons and they were Hannah, who was born in 1825 and became Mrs. William Welsh, and Olive, who was born in 1833. She was a determined, head-strong girl who took care of her parents in their declining years. Peter passed away in his seventy-fifth year on January 22, 1853. The date of Mrs. Sutton's demise I do not know. Calvin Sutton was an inventive man and erected a sawmill on Big Creek. He and his wife, Sarah, became the parents of Adeline, Wesley, Corah, Mahlon, Colin, Dora and Lifele. Henry Sutton settled east of the corners on Lot 18 on the south side of the Talbot Road. He was a farmer and also was involved in the manufacture of pottery. He was the father of six children. His wife Catherine brought forth Marrian, David, Wentworth, Harriet, Mallia and another child whose name I do not know. Amariah Sutton, another son of Peter Sutton, settled on Lot 36. Amariah and Jane Sutton's children were: Henry, Nelson, Mary Jane, Olive (sometimes known as Sarah Olive), who remained single, Charlotte and Clara E. John, Amariah's brother, married Cynthia Phillips and settled down to farming 150 acres of land on Lot 26 on the south side of the north branch of the Talbot Road. This union in marriage brought forth Calvin, Elijah, Frederick, Isaac, Angus, Samuel, and two daughters who became Mrs. Marr and Mrs. Styles (the latter resided in McGregor). Calvin married Caroline Lewis of Delaware on March 16, 1865, and took up farming on Lot 11, Concession 5 of Dunwich Township. This farm was later owned by Archibald and Henry Milton. He was among the first residents of the future site of Dutton. He logged a portion of the site with a yoke of oxen. His children were: Robert; Alfretta of Dutton; Mrs. U. Loop, Kingsville; and Mrs. D. Thody of Thamesville. Calvin Sutton passed away on May 25, 1908, at sixty-eight. Elijah, his brother, left the Shedden area and took up farming in Dunwich Township after he married Agnes Shaw on January 17, 1838. He was considered one of the earliest settlers here. After many years he moved to Aldborough Township. Isaac Sutton took up residence in California. Frederick Sutton remained in Shedden. Samuel (Samson) Sutton farmed in Southwold Township for a short time and then he and his wife Ann, and possibly his eldest daughter Mary Ann, moved to Illinois. Cora, the other daughter, married John D. Brotherhood, who was a merchant in Fingal.

Olive Sutton married John A. Horton, who was a farmer, businessman and owner of two hundred acres on Lot 15. On his land he erected firstly a frame house and a general store. He also opened the first post office and was appointed the first postmaster. The marriage of John Horton and Olive Sutton brought forth James, Joseph (who remained single), Wesley, Manson C., Mrs. Daniel Hamilton of Shedden, Mrs. W.E. Bristol of Chatham, Mrs. Ada Foster of Toledo, Ohio, and Clara of Shedden. John A. Horton lived a busy life. He was a dealer in staves and lumber, and was a contract thresher, using a threshing machine he purchased from the Fingal Foundry in 1869. He had several men working for him cutting timber and making staves which he shipped out of Port Stanley. In 1869 he finished the building of his frame house. During the same year he built a dam and cleared the land south of his house, naming it Horton's Flats. In 1883 he replaced the first homestead with a new brick house, which was later owned by Steve Stoss. After his death, Manson C. Horton inherited the property. When he died, it was inherited by his daughter, Elda Mae Horton, who finally sold the property in 1930. It was John Horton's respect and admiration for Daniel Silcox, who was well-loved by everyone, that prompted him in 1875 to name the corner settlement and post office after the birthplace of Daniel Silcox, which was Corsley Parish, Somersetshire, England. It remained so until 1883 when it was renamed Shedden. Wesley Horton, son of John and Olive Horton, married Ida Hopkins and they had one son and one daughter. The son, Blake W., married Gertrude Baird and by his marriage had a daughter, Dorothy Irene, who became Mrs. Clarence Palmer and she in turn had two daughters, Ruth Ann and Patricia. The daughter of Wesley and Ida Horton became Mrs. Frank Neal of Winnipeg and the mother of Ross of California and Grant of Ancaster. Manson C. Horton married Clara Elizabeth Ken-

dall and had four children: Spurgeon B., John K., J.C., and Elda Mae. The boys died in their infancy while Elda Mae Horton married Ernest K. Patterson on June 3, 1939. They had two children, Edward and Joanne. Manson C. Horton passed away on December 25, 1929, and his wife was called to rest on March 22, 1940. Samuel Horton, father of John A. Horton, was married twice in his life with his first marriage being to Margaret Hamilton. This union brought forth Catherine, John A., Andrew and Joseph. After the death of his first wife, Samuel Horton married Sarah Philips and by her had nine children. Cyrus married Elizabeth Fish and in 1913 died in Nebraska. Elexe became Mrs. Henry Daugharty; she died in Frome. Nancy became Mrs. Dougald McBride and in 1928 passed away in Port Perry. Susannah became Mrs. W.H.A. Claris of London, Ontario, where she died in 1928. Mary Ann was born in 1847 and died in 1868. Peter Horton married Emily Dickinson; he died in 1886. Rachel remained single all her life. William died in 1870. Juba, another son, died in 1872.

According to some early records, the first Suttons on the north branch of the Talbot Road were John Sutton, his wife and seven children, who settled on Lot 21. His wife died soon after he settled on April 22, 1814. She was buried on his farm on land that later became the southern half of Frome Cemetery. His wife was only thirty-one years of age. His son, John Wesley Sutton, carried on the farm. He and his wife Dolphine had a son by the name of Harnun W. Sutton who married Mary A. Charlton of St. Thomas. Old John Sutton married a second time to a woman who was twenty-five years his junior, Catherine A. Halls.

The Sells were important in the history of Frome, Payne's Mills and Shedden. It all began when Dr. Abraham Sells and his wife Mary decided to settle in Canada. Originally, the Sells were Huguenots who fled because of religious persecution from Germany, Holland, and France. They were hated by the Roman Catholics and Lutherans alike, and they sought refuge in another land. England closed its doors to them and it appeared hopeless until William Penn invited them to the New World. In 1700 they came to America and settled in Pennsylvania. They became known as the Pennsylvania Dutch. The Sells story dates back to 1729 when the Sells brothers, Abraham, William, Ludwig, Joseph, John, and Henry, left the old land and settled in Philadelphia and Pennsylvania. John Sells settled down in Huntingdon, Pennsylvania, where his children were born. They were Ludwig, John Jr., Solomon, Abraham, Anthony and Sarah. John Sells was killed at the Battle of Yorktown, Virginia, in 1781. Ludwig Sells took up residence in Ohio, while Dr. Abraham Sells decided to come to Canada. With his wife Mary and son William, he landed at Port Dover in 1798. He fell ill from the effects of the journey, died two weeks later and was buried in the cemetery at Port Ryerse under a plain slab of limestone that was originally part of a ship's ballast. We know from the scant records that Dr. Abraham and his wife Mary Wilson had at least six children: Anthony, William, Abraham, Sarah, Catherine and Betsy. William, who witnessed the death of his father, settled on Lot 33 on the north branch of the Talbot Road in 1818 and erected a log cabin which was later replaced by a frame dwelling that is still standing at Payne's Mills and is known as Selldon. It is the property of Scott McKay, who is a descendant of the Sells family. K.W. McKay, the father of Scott McKay, was the third owner. For many years Selldon was the centre of the Sells reunion held every Labour Day. Later, as the gathering got larger, it was held at Rondeau Park. William Sells married Elizabeth Fick and became the father of eleven children, some of whom were Mary, William Jr., Harriet, Sarah, Jane and Linleta. William Sells died on August 5, 1862, at seventy-four years of age; he outlived his wife by three months. Mrs. Sells died on May 31, 1862, in her sixty-eighth year at Palmyra. She was buried in Frome. Susan Sells married William McKay on May 14, 1846.

The Sells that settled in or near Shedden date back to Abraham and his wife Mary Ann, and John Sells and his wife Margaret Hamilton. The assessment map of 1833 indicates that Abraham Sells was located on the north side of the Talbot Road (now No. 3 Highway) on Lot 18 and his brother Ludwick owned the land east of him. Although Abraham erected a

frame house on his land, his brother never did on his. Abraham and his wife had Lucy, Hannibal, Hugh, Almea, Sarah E., Louisa and Frederick. He was a carpenter by trade and a farmer by necessity. John Sells and his wife Margaret Hamilton settled on land north of Abraham as indicated by the survey map of 1864. He was the son of John or Joseph Sells who died at an early age. John Sells and his wife brought into the world three sons and a daughter—William Henry, John H., Norman and Nancy. John Sells was active in the Odd Fellows. He died on September 3, 1887, while his wife joined him on March 11, 1919. John H. Sells, their son, married Edith Warwick and had two children, Wilf and Gertrude. Gertrude may have become a Mrs. Davis. William Henry was a successful farmer and road contractor. He married Louisa Downing and became the father of John W. of Straffordville; William K. and Robert of Shedden; Mrs. Melvin White of Shedden; Mrs. Donald (Annabel) Munroe of Shedden; and Eliza, also of Shedden. The last surviving member of William Henry's family, William K., died on July 19, 1972. He was survived by a niece, Mrs. Chester (Helen) Carr and two nephews, William J. White and Carmen T. White, who operated a service station in Shedden for forty years. This station was located on the present site of the Village Pantry boutique. William C. Carr of St. Thomas and Donald Gary Carr were his great-nephews. Mrs. John (Nancy) Smith of Iona Station was his great-niece. Norman Sells, son of John and Margaret, took up farming near Union, and at one time farmed near Port Dover. According to Helen Carr, he had seven children. Charles was killed at Passchendaele during the First World War. Norman Jr. and Theo moved to the United States. Frank became a fisherman in Port Dover. Margaret became Mrs. Ledbetter and took up residence in the United States. I do not know what became of James, nor the name of the seventh child. Nancy, the daughter of John and Margaret Sells, became the wife of John Stormes, a carriage maker in Shedden. They had a son named Gilbert.

Another branch of the Sells family was led by W.J. Sells. He was the son of Joseph Sells and was born north of the village in 1853. When he was of age, he married Sarah Spencer, daughter of Abel Spencer of Shedden. Sells was the village undertaker until 1919. He also farmed. Helen Carr recalled that he was a good-natured man who had many friends. He and his wife had Margaret, who became Mrs. W.W. Love of Ailsa Craig; Joseph W. Sells, who became a mill owner and thresher; and J. Herbert Sells, who moved to Regina, Saskatchewan. W.J. died on April 5, 1937. Joseph W. Sells married Emma Jane Fritch of Dickerville, Michigan, in 1904 and had one son and six daughters: Muriel, who became Mrs. C.E. Moore of Shedden; Lola, who became Mrs. Ernest Baker of Orkney, Saskatchewan; Darrel C. of Vancouver, B.C.; Vivian, who became Mrs. H.J. Williams of Scarboro Bluffs; Gwen, who became Mrs. F.A. Stone of Toronto; and Phyllis and Briela of Toronto. When Joseph Sells died on July 13, 1939, the son, J. Herbert, was living in Wemep, Manitoba. Mrs. Joseph Sells died in 1926 on the 4th of April.

The Teetzel family story begins with Jonathan Johnson Teetzel, son of Charles Teetzel, who was born on August 22, 1795, in Grimsby Township and who married Mary Lawrence at Grimsby in 1817. As soon as he was married, he applied to Colonel Talbot for land in Southwold Township and was granted two hundred acres on the north side of the Talbot Road (now Elgin County Road No. 16) on Lot 22 in 1817. This lot is the lot east of the present Fingal Cemetery. Jonathan and Mary Teetzel became the parents of twelve children: Mary Ann, John (who was born in Southwold Township on August 29, 1819, and later settled in Howard Township), Elijah, Susan, William, Marguerite, James N., Milton, Althain, Edgar, Ezra and Charles S. Jonathan Teetzel was a stonemason and farmer until his death in 1879. He lost his first wife in 1855 and married a Mrs. Caughell. Charles S. Teetzel and his wife Ellen brought into the world eight children: Ezra, Homer, Frank, Blanche, Frederick, Roy, Walter and Melvin. Frederick, son of Charles and Ellen, married Mary Catherine Waugh and became the father of five children: Beverly Waugh, who never married; Charles Howard,

the father of Fred, James, Mary Ann and Ronald; Vernon Archibald, the father of Robert and Wayne; Herman Albert, the father of Garry T. Teetzel; and Walter Ross, who remained single. This information was given to me by Beverly Teetzel of Shedden in January 1984. She lives on the Waugh homestead that was built in 1888.

In the Frome Cemetery there is a monument erected to the memory of William Waugh and his wife and family. Waugh was born in Glasgow, Scotland, in 1789 and came to Canada in 1805. He first settled in the Long Point Settlement, where he married Letita Bodine, the daughter of Abraham Bodine of Pennsylvania. In 1816 the Waughs journeyed to Port Talbot, received a grant from Colonel Talbot and settled on Lot 16 on the south side of Back Street. On the Tremaine map of 1864 one can clearly see the location of the land and the log school he erected on it. Waugh was also the first teacher. He often recalled that he had only a couple of axes in his possession and faith in the Lord with which he overcame his difficulties and brought up eight children. One of his sons, Abraham, was born in 1843. He married Mary McAlpine in 1873 and had five children. Mary Waugh died in 1892 at the age of forty years. She was survived by Adulla Venetta, Sir Hilton, Charles Austin, Mary and another daughter. Mary Waugh became the mother of Bev Teetzel.

Businesses

If we were to walk through the streets of old Shedden, the first thing we would notice would be the muddy intersection of the Union and Talbot roads. The crossroads were later corduroyed and coated with wood shavings. The first frame building was built by Lang Anderson, a contractor, who later built many other homes of frame construction. Bricks for the chimneys and fireplaces were made in the Shaw and William Telford brickyards. William Telford's output amounted to 10,000 bricks annually. At this early period the only general store was located west of the corners and it was not until 1871 that a grocery store was opened near the corners on the site of the log parsonage (which was called a schoolhouse by some). This log building later became the blacksmith shop of James Wilkie. The next store to be opened was that of George Silcox. It was erected on the southwest corner of the crossroads on a portion of Peter Sutton's land. A little further south Peter Livingston opened a flax mill. A sawmill was established just west of Silcox's store by William Sutton. The Tremaine map indicates a sawmill south of the store on the Union Road (now Elgin County Road No. 20). At this time the corner settlement was known as Wilkie's Corners or Shaw's Corners. John A. Horton, who opened a large general store and became the postmaster, had it renamed Corsley. The first hotel was built by Jacob Beedle on the corner of John Orchard's land (the northeast corner). He named it the Shedden House after the railway station that was located on the Canada Southern Railway. He operated the hotel for years and then sold out to Henry Smith, who at the break of the century sold out to Thomas Oliver. The hotel became known as the Oliver House and was in use until destroyed by fire in April or October of 1914. Meanwhile another store was opened by William Wallis in 1875. By now Corsley had become important in the eyes of the district and more stores and businesses began to come to the corner settlement. In a short time the hamlet had a foundry, blacksmith shops, hardware stores, general stores, wagon and carriage shops, sawmills, tailor and millinery shops, a harness shop, doctors' offices, a funeral parlour, a town hall and even a lockup. The latter was on the corner of the street that is now occupied by a gift shop. Looking back we find that John Orchard had the first cider mill. Some blacksmiths who located in Corsley were J.D. Francis and R. Russel. William Orchard operated a wagon and carriage shop north of the hotel. He died in 1911. Also engaged in the carriage trade were Andrew and Charles Schultz. Their shop was located north of William Orchard's. The site of the Orchard shop was occupied in later years by the Silcox Lumber Company. Early in September 1885 fire broke out in the trimming room of John G. Stormes's carriage shop. This building and three others — the frame blacksmith shop of John Andrews and two small stores of W.J. Wallace — were destroyed.

Arson was suspected. John Andrews replaced his blacksmith shop. This time it was made of brick. David Conrad operated a foundry north of the Schultz brothers and manufactured threshing machines. His neighbour to the north was G.L. Howard, who operated a pump works. This business was later converted into a bake shop and still later into a candy store by a Mr. Haines. Tucked in between the carriage shops was the shoemaker's shop of Daniel Anderson, the office of Dr. Kenzie and the brick parsonage. Gilbert Stormes, who is buried in Frome, was a farmer and a skilled carriage maker. He lived on his farm across from Adam Burwell on Lot 17. Stormes opened a carriage and wagon manufacturing business on the west side of the corners and was in operation until he retired. Death called him in 1907 and the building for years served as a barn until it was purchased by the Odd Fellows and converted into a meeting hall. Prior to this the Odd Fellows, who had organized in Shedden in 1893, held their meetings on the second floor of William Wallis's store, now Palmer's Red and White grocery. This store was started in 1920 by a First World War veteran, Leonard Palmer, and his wife, Ruth, who began their first business venture in Fingal. In the fall of 1922 they purchased a small store in Shedden, with living quarters in the rear. In 1955 the living quarters were incorporated into the store, and in 1962 the former Braddon furniture store, which was next door, was added, giving the store 11,000 square feet of floor space.

In telling the story of the mills and other industries, I must mention the various men who were involved. They were William Sutton, Calvin Sutton, Henry Sutton, William Brooks, William Wallis, William Waugh, Samuel Stafford, Charles Warwick, Isaac and Joseph Jackson, James Powers, T.R. MacMachan, Donald Bodkins, Frank Trace and Wesley Stafford. It is very difficult to find out who was the first grist mill operator in the area. Records tell us that William Brooks founded his grist mill in 1820 in a gully at Elliotsville, now Iona, and operated it without competition until one was established in Shedden by Charles Warwick in 1895. Warwick had a combined operation of a sawmill and grist mill located south of the Canada Southern Railroad tracks. The Warwick mills were later sold to T.R. MacMachan, who turned the operation into a box factory. The P.M.R. in 1900 purchased a large portion of the land for their right-of-way. The other competitor of the Brooks mill was located at Payne's Mills and was operated by Henry and Frederick Payne. In 1849 Calvin Sutton opened his waterpowered mill on the Talbot Creek to the south of the corners on his father's land, while his brother Henry had a pottery business at the crossroads. William Waugh and William Wallis founded a sawmill to the south of the crossroads on the Union Road near or in the little valley. This is now the land of Bev Teetzel. Samuel Stafford built a planing mill north of the corners at the end of John Street. In later years it was taken over James Powers and Wesley Stafford. Later the business was purchased by Isaac Jackson. According to an old business directory, Donald Bodkin erected an apple evaporating plant in 1906 and gave seasonal work to many people for many years. Due to competition, he was forced to close. Frank Trace purchased the property and in later years it became an apiary under the hands of Francis Pollock; this business was located south of the corners. The Honourable George Elliott Casey, who was an M.P. for twenty-eight years, recognized the potential of having a grain elevator on the Canada Southern Railway and so erected the first one at Shedden. Casey had an eye for business like his mother, Sarah Elliott Casey, and his grandfather. It was after this that Walter Miller opened a grain and cattle business and shipped out of Shedden. Miller, whom I had the pleasure of meeting, died in his eighty-first year in 1948. Mr. McCandless became the next elevator operator.

At one time this village had two tailor shops, a men's wear, and a dressmaker's shop. Two names that are recalled by the old-timers are William Norman and William Guest. The latter had his clothing store in the same shop as Mr. Norman. In later years the tailoring business was taken over by George Norman, a nephew. C. L. Stafford had a butcher store and his nearest competitor was J. Wheeler south of the corners. John Sells opened the first tinsmith shop and the first cheese factory, the latter being located north of the corners on the west side near the present site of the now defunct funeral parlour. In later years the cheese factory

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was taken over by a Mr. Hopkins and lastly by a former employee of the West Magdala Creamery. In 1907 Robert Baird operated a general store in competition with John A. Horton. Down the street (No. 3 Highway) to the west on the northeast corner of Francis Street, Grant Callery built a splendid brick building and went into the livery business. This solid building was in later years converted into a residence. To the east is the present post office. By 1906 W.D. Killins had an implement business and J.D. Francis, R. Russell and William Orchard were still in business as blacksmiths. Pres Sells operated the only barber shop, which was located east of the corners on the south side. W.J. Sells was the undertaker, assisted by James Orchard, who drove the hearse for him. Another undertaker by the name of George McLay also practiced here. After the hotel was destroyed by fire in 1914, Ed Orchard purchased the site, built a brick garage and sold the Gray Dort automobile until Gray Dort [sic] went out of business during the Depression. He carried on a garage and service station for years after. After John Horton retired, his son Manse became the second postmaster. The village was piped for gas in 1913, thus creating a new era. The store on the southeast corner was established by William Wallis. After his death the store changed hands many times with Mr. Findley, George Eddy, and Mr. Palmer being some of the owners. On the corner of Orchard Street, George Drake opened a skating arena similar to the one at Lawrence Station. Drake passed away in 1946. W.H. Morrison established a hardware business on the southwest corner of the crossroads in 1882 and was in business for thirty-seven years. In 1919 he sold out to the Atchinson brothers, who operated it for nine years and were followed by Leslie Atchinson for nineteen years. Lloyd Atchinson took over the business in 1947. Lloyd was in business for nine years and sold out to Lewis Fillmore in 1956. After two years he sold out to Ralph and Hilda Mercer. The hardware in 1978 was known as the Judge Hardware. Prior to 1895, the Southwold Fair was held at Iona in a field east of the hamlet, but because of the slow decline of Iona the fair was relocated east of the corners in Shedden, where it remained for a few years. Then the fairground was relocated north of the corners, the present site of Shedden Tire Sales, but after a few years it was moved back to the present site.

One of the first signs that a place is growing is the establishment of a town hall and the appointment of a magistrate, a justice of the peace, and constables. This did not occur until the boom years of Shedden, when its population and importance were at their peak. The villagers felt the need of a town hall and so one was erected on the southwest corner of Hall Street and Back Street (now No. 3 Highway). A jail cell was incorporated within the same structure. The first magistrate was Ralph Stafford, who was in later years replaced by R. N. Stafford. The justice of the peace was F. H. A. Sharon. The first constable was Andrew Schultz, son of William Schultz, who was one of the settlers of 1816. The next constable was Mr. Baldson and the last was a local butcher by the name of Daniel Anderson. Anderson's store was located almost across the street from the local lockup. A meeting hall was built on the site of the old parsonage by William Farrah, who was the local contractor, and it was used by various organizations, one being the Independent Order of the Good Templars. A part of the hall was used by the Mechanics' Institute which had a reading room in the tailor shop of William and George Norman. George Norman founded the first library in 1891, with the first librarian being Reverend Claris and the first assistant being Mrs. W. L. Kenzie. The first private bank was operated by Joseph Spackman. The first regular bank, according to Vermont Pow of Payne's Mills, was the Standard Bank of Canada, which after a time was taken over by the Sterling Bank of Canada. The Home Bank closed its doors in 1923 after fourteen years of business, thus creating much hardship when investors lost their savings. The Sterling Bank was located on the northwest corner. The Sterling Bank was taken over by the Canadian Imperial Bank of Commerce and relocated east of the corners.

It is said that the first physician to attend the needs of the people of the area was Dr. Walker of Glencoe, and that he came to Shedden in 1882. Dr. A. Vans had a practice here until his death in 1909. It was recalled for me by one of the old gentlemen of Shedden that

the good doctor was very well-dressed and always made his visits dressed in a top hat. Dr. Logan Silcox, son of the murdered Grant Silcox, also had a practice here according to the business directory of 1907. Dr. Silcox later moved to Hamilton, where he died in 1956. Dr. G. E. Faulds came to Shedden in 1938 and when the Second World War broke out, he enlisted and joined the Royal Canadian Army Medical Corps and served as a captain. After the war he became a medical consultant for Bell Telephone. At present Dr. D.A. Monteith takes care of the medical needs of the people of the district.

Churches and Schools

The first ''church'' in the area was Peter Sutton's log barn, which was used as the religious meeting place for the area. Reverend Hueaston, a visiting missionary, saw the need for a church, held a revival, and formed a congregation out of the hundred-odd people who attended. Peter Sutton then donated a portion of his land for the erection of a church (this land was east of the cemetery). The Episcopal Methodist Church was constructed of frame and had a gallery on each side of the church leading to the pulpit. Later the church was renovated and services were held every three months on Saturday afternoons and Sunday mornings with an elder from the London Conference presiding. This church later became known as the Methodist Church when the Wesleyan and the Episcopal Methodists united. It was used until 1886 and then was sold and moved from the site to the farm of Leonard Moore and converted into a barn. After its removal, a new brick ediface was erected on the other side of the road on land that once was owned by Timothy Shaw and his son George.

For many years the Baptist faith was preached in various barns throughout the area by such pioneer missionaries as Reverend Marks, Reverend Strait and Reverend Jenkins, who held many revivals at each quarterly session. Before the establishment of the Baptist churches at Iona and Fingal, men with bobsleighs in the winter and wagons in the good weather gathered the people along the way and took them to a log house north of Fingal, where a Baptist minister lived, to hear the Gospel as the Baptists like it to be preached. Meanwhile the people of Corsley decided in 1877 to erect a church. It was officially dedicated by Reverend W.J. Cuthbertson in November 1879. The bricks for the church came from the brickyard of Ezra and Daniel Shaw. The bricks of the United Church came from the same brickyard. The Baptist Church was large enough to accommodate 250 people. The ediface and drive-shed were constructed at a cost of $2,750. Before the dedication of the church, the first pastor was Reverend Claris. The church was then used by the Congregationalists of the district and when interest faded, the church was purchased by Reverend Spencer of St. Thomas and Deacon Orchard of Shedden in the middle of the 1890s from Reverend John Silcox. Then the church was reopened as a Baptist church. At the present time it is known as the Fellowship Baptist Church.

Down through the years many tried to set up a school system for the corners. The first attempt at schooling was by Lohman Ladd of Tyrconnell, who gathered about him thirteen pupils and charged the parents 75^c a year and his board. He used the old parsonage until a log school was built north of the corners. He had a unique method of selecting his pupils, choosing those that were within a comfortable walking distance of the school. The log school that was built north of the corners on the site of the present fire hall was in use until it became too small. Then William Waugh donated a portion of his land and erected a much larger log school which was in use until 1845. Then it was replaced by a frame school (Waugh's School). This was used until 1866 and then a brick school was erected west of the corners. The Waugh school was later converted into a dwelling. The first teacher in Waugh's School was Ralph Stafford while the first teacher in the frame school was Matthew Lodge of Iona. The first teacher in the brick school was David Wallace, who was hired for $20 a month. Other people have told me that the first teacher to be hired on a regular basis at the brick school was Richard

Stafford, who received a salary of $336 a year. He held this position for two years and was followed by James Williams, R. Williams, James Fulton, Ralph Stafford, Thomas Williams, L. Lockhart, James Black, Mr. McBrayne, Mr. McIntosh, Mr. McCallum and many others. The brick school was enlarged in later years and this necessitated the hiring of additional teachers. The first were Miss L. Teskey, Charilla Stafford and Theresa Deacon. In the heyday of the school, Manson (Manse) Horton and Dr. Logan Silcox were active as board members. For many years the old school was used for storage and now it has been converted into a tea shop.

On a knoll three miles west of Shedden, a little brick school was erected on land donated by Archibald Brown, Sr., in 1853 and was in use up to 1967; it is now a residence. This section had three other schools in the past, with the first being built in 1816; it became a residence when the second school was built. The second school became known as the Cottage School and was located on the southeast corner of Lot 10 North. It was erected in the 1820s and was the focal point of much dissatisfaction as to its location. As a result, some people erected a third school on the corner of Lot 8 North on land donated by Henry Silcox. It became known as the Seminary School. The Cottage School closed in 1834 and was razed. Again dissatisfaction arose as to the location, and a fourth and final school was built. The old school was dismantled in 1981 to make way for a new residence.

Miscellany

In 1832 fear swept through Canada when shiploads of immigrants from Europe and the British Isles landed at Quebec and Montreal and brought with them cholera, which soon spread into Upper Canada. This dreaded disease soon spread northward from the lake ports on Lake Erie. In a desperate move, Sir John Colborne, Governor-General, ordered isolation hospitals to be erected. One hospital unit was built at Turkey Point and another at Port Stanley. The unit at Turkey Point was never used as it was erected at the end of the plague. The Port Stanley unit was on the summit of the eastern hill overlooking the lake. It was a frame building forty by twenty feet and cost £50. The hospital was served by two fearless and unselfish men, Ira Whitcomb and Lemuel White. At first the only medication the hospital had was brandy, which proved of no value, and as winter came on, there was little heat. Some said it was just as well because the stench from those near the one and only stove was unbearable. As the victims died they were moved to the coldest part of the shed to be readied for burial. The burials were performed at night in the area of Selbourne. The burial sites were left unmarked and all the goods of the victims were destroyed by fire leaving behind no trace of their existence. It is believed that some eighteen to twenty people succumbed to the disease in the Port Stanley area. St. Thomas and the surrounding area were hit harder than Port Stanley, but London suffered the greatest of all with sixty cases out of a population of four hundred. As the cases increased the people fled into the woods until only twenty-seven families remained in the village of London. Twenty houses on Dundas Street were boarded up.

I must relate an incident about Ghost Hill, the little dip on No. 3 Highway west of the Shedden cemetery. (The hollow was filled in by the Department of Highways in 1952.) The hill was named after a young man who dressed in white sheets to frighten the young ladies going home after a meeting or choir practice. The spook would run through the Tanner farm, scaring humans and livestock alike. These incidents ended when Neil Ramsay and John Tanner decided to capture the "scary thing" and teach it a lesson. One night as they lay in wait, a figure dressed in white appeared across the field. They took off after it and gave it a sound beating with the result that the "ghost" retired from further activity. The name of the wag was never revealed, but the name of the hill remained for many years.

SOUTHWOLD STATION

Southwold Station came into being when the Canada Southern Railroad put an extension across the country to service the St. Clair River district. The branch line was known as the "Milk Run." This put the area on the map and immediately people of business settled about the corners. Before this event the corner lots were settled by Henry Daugharty, A. Daugharty, John Gordon, William McKay and J. McBrayen. In a short time this little crossroad settlement boasted of having two hotels, two blacksmith shops, a general merchant and post office, a church, a meeting hall, a stave mill, a railway station and a sawmill. The first hotel was built on the southeast corner of the intersection on A. Daugharty's land by John Marr. This building in later years became a general store and post office. At one time Alonzo Dingman operated the general store in competition with W.H. Moore, who had his business east of the corners on the south side of the road. In August 1928 Mrs. Seth C. Derbyshire purchased the general store and post office. The first general store was founded by Janet Ordish on the southwest corner; this building was torn down before the Second World War. The second hotel was located just north of the corners on the Delaware Township side on Henry Daugharty's property. Lumber was produced in two local sawmills operated by Asa Williams and S. P. Hamm. Just west of Southwold Station on Concession 1, Lot 5, J. M. Best operated the old Hamm brickyard and had his kilns on the same lot as S.P. Hamm had his sawmill. A stave mill was in business for many years north of the corners next to the property of John Gordon; it was operated by a Mr. Wheaton. The one feature of this mill was that it was supplied by springwater piped from a high section of ground to the west and south. Phillip Cole was the first blacksmith in this area; he had his shop on the southeast corner of Lot 18, Concession 3. He later moved into Southwold Station and was in business until 1900. His business was taken over by John Kent. Cole died in 1900 at the age of fifty-eight years. The last blacksmith was Mr. Dymes, who carried on until his death in the thirties. This little center was serviced by a Methodist Church for many years. It was first erected on Charles Daugharty's land. During the First World War it was moved into the hamlet, then eastward, and later back into the centre on the south side of the road next to the W. H. Moore general store. The decline of this centre brought church attendance to a low and the church was closed. The local people then attended the United Church at Frome. The meeting hall also fell into disuse and was moved westward to the tip of the gore. It was and still is used as an implement repair shop. The only business left in Southwold Station at the present is the Standevan general store. All hope for the life of this little centre ended when the St. Clair branch of the Michigan Central Railroad was closed in 1960. The tracks and station were removed in 1966.

SPARTA

(*South Yarmouth Corners, ''The Corners''*)

It is difficult to tell a different story of Sparta when such historians and writers as Charles S. Buck and Mrs. Baldwin Smith have already told the story so well. In writing my own version, in which I could not help but include some information that is common knowledge, I felt I should also cover the period long before the voice of man was heard in the area — the end of the last glacial period.

There were several glacial lakes in Elgin County and vicinity. They were formed by the thawing of the Wisconsin ice mantle and the advance and retreat of the glaciers and ice walls. The gravel and rocks that were carried and deposited by the glaciers pooled the water and prevented a drain-off. This process created small and large lakes and countless beaches and moraines. Once a lake was formed, it remained until it was overlapped by a larger body of water. The first glacial lakes to be formed in the area were Lakes Arkona and Maumee. In the Arkona and Alvinston vicinity you will find that the beaches of Lake Arkona are between the beaches of Lake Whittlesey and Lake Warren. Lake Arkona existed prior to Lake Whittlesey and created several beaches on the west side of Lake Huron, northwest of Port Huron in the Black River area. There are traces of beaches north of Middlemarch, at Glencoe and around the Sparta Ridge. Lake Whittlesey was a large body of water located between Westminster Ridge and the St. Thomas or Yarmouth highlands. Some shore features were found east of St. Thomas with a beach crossing Edgeware Road north of Yarmouth Centre. South of Mapleton there is a small beach, and a low bluff crosses the southwestern corner of South Dorchester Township. When Lake Whittlesey subsided, Lake Warren came into being. Here again we see the stratified silt as evidence. St. Thomas during this period was a silt island. The beaches east of St. Thomas ran through sandy land and the edge of the lake reached the Warwick district. When the ice barrier in the Niagara district that was responsible for Lake Warren let go, Lake Erie was born and Lake Warren died. When Lake Warren was at its peak, the site of Sparta was under one hundred feet of water and the site of Port Stanley was under two hundred feet or more of water. The Kettle, Catfish, Talbot and Otter creek valleys were formed by the draining of the saturated landscape. In the period that followed, the barren highlands in the area were surrounded by wetlands and swamps. As the ice retreated and the lakes and ponds of water drained off, they left behind large areas of morainic soil. In the ponds and lakes formed by melting ice, peat deposits began to accumulate. Some of these peat bogs are now twenty to thirty feet thick, although the peat bed in Pleasant Valley is only three feet thick. In these bogs one can find well-preserved specimens of extinct plant life. The retreating ice sheet was rather closely followed by a forest of spruce, fir, pine and birch like that now existing north of Lake Superior and Lake Huron. This was followed by forests of oak, beech and maple which lasted for ten to fifteen thousand years until white man appeared. The glaciers that measured 220 feet thick gouged the landscape, scooped up the gravel and earth and deposited them in other locations. We can see these deposits in north Yarmouth, north Southwold and in Dorchester townships. After the vegetation took over, first on the highlands and then creeping into the lowlands as the land drained, the southern part of Ontario was invaded by a large herd of mastadons who were seeking a way to more southern parts but were stopped by the large lakes. So far forty-four places have yielded evidence of their presence. Mastadon bones have been found in St. Thomas, Shedden, Payne's Mills, Lakeview, Tyrconnell, Port Stanley, Norwich, Rondeau, Wallacetown and

other localities. The mastadon uncovered at Payne's Mills on the old Berdan farm had seven-foot tusks. Man came and settled on these highlands some five thousand years ago. In 1935 a paleo point was found on the Sparta Ridge. Paleo man, however, was here only for a relatively short time and the wilderness remained uninhabited except for the passage of hunting parties. It was not until the Attiwandorn Indians arrived that any villages were built on the highlands.

Early History and Families

Most of the early white settlers were Quakers and United Empire Loyalists who came from New York State, New Jersey, Pennsylvania and Vermont. On December 9, 1834, they held a meeting in the home of William Vary. One of the subjects under consideration was a more permanent and serious name than South Yarmouth Corners for their settlement. Henry Yarwood and John McDowell moved that the name be changed and suggested that the new name be Sparta because it reminded them of a village in New Jersey at the foot of the Kittatinny Mountains.

The early years of the Quaker settlement were marked by misunderstandings and problems with the authorities. There was much dissatisfaction and unrest in general in the 1830s in the frontier communities like Sparta, Union and St. Thomas because a favoured few got all the good government appointments and Crown and Clergy Reserves were given to the select. (This dissatisfaction was expressed as early as 1817 when a meeting was held at Justus or Justice Wilcox's inn on December 10th of that year.) The Quaker settlers suffered because of the pressure placed upon them by the Tory officials, who ordered them to take part in the annual military training, contrary to the Militia Act of 1793. The Quakers refused to take part and the officials levied a tribute upon them. The Quakers complained that the officers raided their homes and barns, carrying off a fat hog here, a watch there; from others they took contributions such as cheese, a pair of blankets, books, clothes or anything that was valuable. According to the Militia Act, the Friends were exempted from serving in the military forces of the province. But for this privilege they were to pay a fine of twenty shillings a year in time of peace and five pounds a year in time of war. Failing to pay the fine, they might have their goods or chattels sold to obtain the sum. Quakers in some districts objected to paying money which went into a fund for military purposes and as a result suffered considerable loss of property. (There is no evidence of this occurring in south Yarmouth.) The Quakers of this district were also indignant because petty officials so readily found excuses to hail them before the magistrate to face trifling charges. One such case was when one of the Quakers was brought in on a charge of treason. It occurred when a constable was passing the house of Edward Welding on the 4th of July and noticed a striped cloth hanging out of the window. The constable promptly arrested Welding and took him to Port Burwell with a charge of treason placed upon him for displaying an American flag. After Colonel Burwell heard the charge, he ordered the constable to produce the flag, which when brought forward, proved to be a striped shirt that was hung out of the window to dry. So enraged was the magistrate that he ordered the charge to be dismissed and Welding was immediately released. Most of the settlers, like the Weldings, were from the United States and some of their neighbours were deeply patriotic to the Crown and resented some of the American settlers because they considered them Republicans at heart. These feelings came out when the Quakers would not allow their names to be placed on the military muster roll. That is why some people considered the Quakers disloyal. Nothing perhaps could better illustrate the bias of the officials in the district than the testimony of Edward Ermatinger, magistrate of St. Thomas. He said, ''The settlers who followed Jonathan Doan into the Township of Yarmouth emigrated from Pennsylvania and New Jersey. They were species of Foxites in religion and craftiness called Hickory Quakers. As the religion of this sect is guided by the motions of the spirit,

so their conduct is good or bad, just as the spirit of good or bad prevails. It would appear that the name Hickory Quakers was applied to the Yarmouth Friends as a term of reproach; not because they were Quakers, but because they were, many of them, "counterfeit" Quakers. A portion of this quiet fraternity were not recognized as such by their more orthodox brethren, but it is a notorious fact that in the work of sedition and treason, the spirit moved them to pull together as one man." However that may be, it is true that the Friends at Sparta were not in complete harmony with the Orthodox Friends because following the split of 1828, the Sparta meeting joined with the Hicksite Quakers.[1]

A Brief History of The Society of Friends; Their Struggle in Pioneer Days

Edgar M. Zavitz, Well-Known in This Section, Writes an Interesting Account—First Monthly Meeting of Friends in Canada Held in 1799—Some of the Beliefs and Practices of the Quakers

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Edgar M. Zavitz, who is well-known in this district, has issued an interesting little booklet giving a brief history of the Society of Friends, of Lobo Township, in part as follows

There is in the centre of Lobo Township, in the centre of Middlesex County, a small body of people known as the Society of Friends, or Quakers. They were pioneers, not only in the clearing of the primeval forest, but they were pioneers in the clearing of the people's minds from old superstitions, and ancient barbarisms. There have been no reform movements in the township in which Friends have not been either the leaders or staunch supporters. No matter in what form the temperance cause came up, they used it in driving out alcohol. If they could not get just what they wanted, which was total prohibition of the sale, traffic and use of all intoxicating drinks as a beverage, they took as much of it as they could get (I mean as much of the prohibition) from whatever political party, and even worked and hoped for more.

As to their religious assemblies, they worship in the Temple of Silence, where every soul is a priest or a priestess, and there is no need of a mediator. The outward voice is often heard, but the ordination of the anointing is of God, not man.

I present these facts of the Friends' faith, that their acts, which make their hostory, may be read in a truer light, for if a Friend is anything he is sincere, and his acts and life reflect faith. He does not trust in hope for any vicarious salvation, but rests his soul in its solitude of love towards God and good-will and forgiveness towards his fellow men.

With this introduction and explanation I will endeavor to give a few facts that might pass as history concerning that little community selected, at your request, from all the world.

If I over-estimate and over-praise I ask you to judge with the leniency of Goldsmith where he screens the pastor, his father, by saying:

"Even his failings leaned to virtue's side," for I am conscious of a feeling akin to that which Scott describes in those noted lines:

"Breathes there a man with soul so dead

Who never to himself hath said

This is my own, my native land?"

The place of our birth, and the scenes of our childhood, unwittingly bias the most of us, more or less, but it is a fault that we can condone, cr. with Goldsmith, pass as a virtue.

The first monthly meeting of Friends in Canada was established at Pelham, Welland County, in 1799. Norwich M. M. was established in 1819. The Preparative Meeting, which forms a unit of the M. M. was established in Norwich in 1816, Yarmouth in 1819, and Lobo in 1857.

Thus as "Westward the course of the Empire takes its way," so the Society of Friends penetrated westward into the wilderness of this western peninsula of Upper Canada. Previous to the Preparative Meeting an Indulged Meeting had been granted to Lobo Friends back in 1849, several families, at different times, having taken up land and made for themselves homes in the vicinity.

John D. Harris and wife were the first settlers that afterwards formed a part of the meeting. They came in in 1834. Benjamin Cutler came in 1837. John Marsh in 1839. My father, Daniel Zavitz, came in 1843.

Pardon me if I narrate some of his trials in love and homemaking. I do so just to give you a general idea of the experiences of those pioneer times. He purchased a hundred acres at about $4.00 per acre, on which not a tree had been cut in the way of clearing. He bought an axe and resolutely went to work. He says: "At first it went very slow and discouraging, but I hacked away, clearing seven acres, and sowed to wheat, which looked very promising the next spring, but the late frosts caught it, and it was fit only for chicken feed." But he had no chickens, and if he had, eggs were only 5 cents a dozen.

Bachelor life under such discouraging conditions and alone in the wilderness could be endured only by the prospect of its coming to a happy conclusion. So after four years of chopping and building and longing he went back to get a companion. She was Susan W. Vail, living at Oaklake, New York State, about 40 miles east of Buffalo, having been born in New Jersey, at the foot of the Green Mountains, within sight of "Washington's Rock."

Their honeymoon lasted five days. The bride and groom, perched on a lumber wagon loaded with their household goods, from his father's home in Bertie, took their way through the forests to their tiny home hewn in the wilderness. Their pilgrimage might read as charmingly as the journey homeward of Hiawatha and Minnehaha, "through interminable forests," or of Alden and Priscilla, as "through the Plymouth woods passed onward the bridal procession." After some time of winding their devious ways along the blazed trail they came upon the little cabin which was henceforth to be their home. Just the very spot, one might think, that Cowper imagined and longed for, and sang aloud:

"O for a lodge in some vast wilderness,

Some boundless contiguity of shade."

Having arrived at their destination they unpacked their goods, with joyful hearts, thankful for their safe journey over the hazardous way; for the road was very icy, and the hills were much steeper than at present. On the steepest ones the horses would slide from top to bottom. A rail was put through the hind wheels to lock them so that they could not go ahead of the front ones, and upset the precious load down the embankment.

Lobo Meeting was mostly composed of removals from Pelham Monthly Meeting, to which place their forefathers dad immigrated from Pennsylvania there known as the Pennsylvania Dutch. The original stock we used to think came from Germany. The name Zavitz may have been a corruption of the Zuider Zee. I give this merely as a suggestion of mine.

In 1850 one acre of land was given by Benjamin Cutler, and half an acre by John Marsh for a Meeting House and burying ground. The house was built of wood. In 1859, so many Friends had moved in, this house was found to be too small and a new building was erected of brick, size 32 ft. by 50 ft., at a cost of $700. This building is used at present, always being kept in good repair, well painted, plain but useful, serving still the comunity even more variedly and fully than ever in its history.

Besides the families named above, we might mention the Shotwells, the Mumas and the Wilsons, as old familiar names in the neighborhood.

The grounds also have been enlarged by the gift, in 1887, of half an acre by Caroline V. Cutler. They now contain two acres. It is an ideal quiet, Quakerly spot, inviting repose and mediation. Beautiful shado trees, preserved from the ancient woods, cast their welcome shade here and there over the lawn, while on the south and west of the house protecting it from the piercing blasts of winter and the scorching suns of summer rise a stately grove of pines, planted there nealy fifty years ago by young Friends who were not too much wrapped up in their own selves and their own times that they could not think of other people and times; which thought may be laying up treasure in heaven.

I have spoken of Friends' interests in temperance. I shall relate two occurrences in the early days of the settlement that indicate their stand on the subject, and exerted a wide influence in placing the ban on whisky. In 1838, when Benjamin Cutler had the timbers hewn out ready to erect his grist and saw mill, word got around that there was no whisky provided. This was an innovation on the festive and hilarious occasion and the people said they would not come unless they could have their accustomed drink. "All right," he told them, if they would not put it up without whisky the timbers would lie there and rot. But when the appointed day arrived there were plenty of hands and less wrangling and swearing than usual. They wanted the mill even more than their afternoon of whisky, for many of them had to carry their wheat on their backs eight or ten miles to get ground, and then carry home their flour, and they knew it was no holiday.

At another raising John Marsh and James McColloni were present and before it commenced the bottle was passed around a couple of times, when they said: "Gentlemen, if the bottle appears, again, we shall go home." Their help was indespensible and the bottle didn't appear again.

Big Game in Woods

In those early days there was big game in the woods. Bears were frequently seen prowling around in the day time. The howling of the wolves often was heard at night, and the mild-eyed deer would sometimes graze in the clearing with the cattle. They were known even to go with the cows up to the barn.

The Indian, too, was there. And they were tamer even than the deer. They often erected their wigwams on the flats of the creek—the squaws plying their basket trade, and the men making axe handles. If their sojourn in the settlement was too brief to erect their camp they would spend the winter's night by the kitchen stove or preferably the open fireside in the white man's house. They were trustworthy and honest, except when they could steal back the black ash and hickory from the woods the white man's government had stolen from them. But they would not forget an injury, neither would they forget a kindness. I shall mention one occasion typical of their honesty. There was an old Indian whose name was Simon. His wife's name was Rosy. They came to my father's one day and begged $2.00 to buy Rosy a calico dress as the one she wore was getting rather shabby. They said they would pay it back, bye and bye. Soon afterward Simon died. As soon as possible Rosy came back with the $2.00, saying "My ole man made me promise to take that $2.00 we had saved up to pay our debt to you. My father commended her on their honesty and told her to keep it. He had intended it as a present.

Many people think the Indian savage and blood-thirsty, but treat him kindly and he was always your friend. The spirit of Penn's Treaty with the Indians was lived over and over again in every Quaker settlement in the New World, and amid all the guerilla warfare between the Whites and the Red men on this continent not a drop of Quaker blood was shed, except in two or three cases when the Quaker lost faith in his peace principles and sought armed protection. Such is the fruits of kindness. Would not that peace policy of the Quakers end all wars throughout the world? O Christ, that men only knew the power of love that led Thee by the way of the Cross into glory!

The Society of Friends in Lobo was early interested in the intellectual as well as the spiritual welfare of their younger members. In the winter of 1857-8 a litery society was organized which afterwards obtained the name of "Olio." The Olio became famed far and wide and many of those who had the good fortune to attend it attributed much of their after success to the opportunity of culture afforded them. It ran its brilliant course for a quarter of a century. The number of its meetings varied from the teens to nearly two hundred. A history of its first decade was compiled and deposited in the archives at Ottawa. The good work of the Olio is being perpetuated by the "Young Friends' Association" which started soon after the Olio ceased and is at present a flourishing organization furnishing to the young members opportunity in public speaking, reciting, short story and essay writing, debating, etc. Thus there has been a continuous means for the development of the intellectual and spiritual life of the succeeding generations that have come and gone for the last forty years.

The "First Sunday School," too, has been running since 1880. It takes the child soon after it begins to walk and endeavor to instill into its mind, in a simple way, the basic principles underlying true Christianity. The gray-haired fathers and mothers likewise attend. We claim that there is no age limit shutting out the learner from the school of Christ. We believe that every child is born in purity, that it never passes, while on earth, beyond the possibility of losing it. Therefore we are interested in all, from the cradle to the grave. Our school has always taken an active part in the Lobo Township Sunday School Association which held its twenty-fifth convention this summer.

From 1886 until 1900, the monthly magazine, called the "Young Friends' Review," was edited and published by friends at Coldstream, being printed in London. It was greatly appreciated by many, but the arrangement of being farmers first and editors at leisure, or rather pressure, did not always work harmoniously, and the little paper was given up, or rather transferred to the Friends in New York, and after a few years it merged into the "Friends' Intelligencer," of Philadelphia.

In a purely literary sense I might mention two movements Friends were largely active in inaugurating. In 1882 there was formed the Lobo Lecture Club. Its object was to bring to the rural community the best lecturers and elocutionists obtainable. It ran successfully for five years. Among the many noted entertainers we might mention, J. W. Bengough, Dr. Wilde, Mauley Benson, A. A. Hopkins, Professor Meeks and Bell-Smith, Dr. Sippi and Senator G. W. Ross. One of the first Farmers' Institutes ever held in the province was handled by the L. L. C., when President Mills, Professor Panton and Shuttleworth, accompanied by a reporter, held a series of meetings in the town hall at Coldstream.

Some time back we mentioned the Olio. In 1887 the Coldstream Public Library had its birth in the Olio. It ran on private subscriptions and members' fees until 1892, when it was incorporated into the great provincial system. It contains some 2,500 volumes and is much used and appreciated by the public. It is considered by the department one of the best rural libraries in the province, particularly commended for its choice selection of books.

As I intimated in the beginning, the history of Friends has been greatly influenced by the code of rules laid down for their conduct in the Book of Discipline. Twice a year the Society queries after its members and advises them as to their diligence in attending our religious meetings; as to their love and fellowship toward each other; as to their total abstinence from the use of all intoxicating liquor as a beverage, or abetting its traffic in any way, also from the use of tobacco in any to providing all children under their care with school learning sufficient to fit them for business; as to bearing faithful testimony against war; as to the non-use of oaths both profane and judicial; as to the paying of their debts and dealing justly with their fellow men; as to plainness in speech and apparel; summarizing the whole matter up in the injunction of Jesus to "let your light so shine before men that they may see your good works and glorify your Father which is in heaven." with the added admonition to our ministers of the gospel "to dwell in that life which gives ability to labor successfully in the Church of Christ, adorning the doctrine they deliver to others by being god examples in deed, in word, in conversation, in charity, in spirit, in faith and in purity of life."

The first Quakers held their religious services in the homes of John Kipp and Isaac Moore in 1819. In 1820 the first Friends' Meeting Hall was built. The site is now the Quaker Cemetery. The land for the cemetery was purchased from Jonathan Doan, land agent, for five shillings. Later a larger frame ediface was erected near the original hall and was used until 1865 when another frame ediface was erected north of the corners. It was enlarged in 1873 to accommodate the yearly meeting. The old meeting hall has been kept in good condition while others have disappeared through the lack of use and interest, for example the old Quaker Meeting

Hall at Newell's Corners, now the southeast corner of Walker's Road and No. 3 Highway east of Aylmer. The original seating plan had the males separated from the females, but this ended in 1885 and services were open for man and wife to sit together; this was a sign of the encroachment of new thought. The earliest Quaker preacher was Sarah Wright Haight, who came to the area in 1821 as a widow with twelve children and somehow found time to look after her children as well as the needs of the local settlers and to preach the Word in New Jersey, New York State, Pennsylvania and south Yarmouth; it is no wonder that she went to an early grave. She even preached at the funeral of Joshua Doan on February 6, 1839. Another saintly person was Phoebe Haight, the wife of Samuel Haight. (Her spiritual beauty is said to have radiated through her physical beauty.) She reached the end of life's road on March 21, 1893, in her seventy-sixth year; her husband joined her in 1901. The next Quaker preacher to become widely known was Serena Minard, who travelled extensively in her work. Her home was 74 East Street in St. Thomas. After the Quakers erected their meeting house, they decided to provide a place of learning for their children and so a log school was built at Seminary Corners. One of the first teachers was Merritt Palmer, a Quaker who was married three times. He lived across the road from the school. He was eighty-eight years of age when he died in 1887.

This is the story of the Turrill family which settled south of the present site of Sparta on Lot 22 of the second concession in 1824. I was always fascinated by the tale that Addison Turrill had to tell of his great-great-grandparents and his great-grandparents. Among the first settlers of Yarmouth Township was Ebenezer Turrill, son of Ebenezer Turrill, who was of Puritan stock. Ebenezer Sr. was born in Connecticut on April 3, 1742, was married at New Milford, Connecticut on February 26, 1766, and afterwards removed to Shoreham, Vermont, where his son was born. Ebenezer Jr. married on the 18th of August of 1796 and moved to New York State. He later became a captain in the 1812 War. As a reward for his service he was entitled to land from the United States government which he did not take advantage of and chose rather to make his home in Canada, moving first onto a Clergy Reserve (later the Stephen Mills farm) north of the present site of Sparta. Here he located while he and his four sons cleared Lot 22, Concession 2 and erected a two-and-a-half storey log house. When the house was completed, he moved his wife and ten children into the house. At Ebenezer Turrill's death on March 9, 1845, he left the farm to his son Joseph Enoch Turrill, who continued to live on it, clearing and improving it, labouring under many of the disadvantages of pioneer life. After his death on September 2, 1855, the property was divided among his heirs. One son, Isaac, took over the southern portion while one grandson, Joseph E. Turrill, took over the northern portion of Lot 22. The passing of Isaac Turrill on April 26, 1918, closed another chapter in the history of the Turrill family in south Yarmouth Township that dates back to 1824. Isaac Turrill was born in 1836 and at the age of eighteen his life was changed by the death of his father. It was then up to the three sons to take care of the farm for their mother. In 1857 he brought his young bride from Brantford using the trails through the woods to the farm. Mrs. Turrill recalled that her wedding journey to south Yarmouth was almost similar to that of her parents when they got married in England and had to spend seven weeks aboard a sailing ship in order to come to Canada.

''So you see it was clearing up land and the hard life of a pioneer that my wedding trip brought me to,'' said Mrs. Turrill, ''though, thank fortune, everybody was pretty much brought up to that sort of thing in those days. I had a silk dress when I was married but I never had much chance to get the wear out of it at social functions. Those were the days when your wedding bonnet lasted you ten years. Mine did all of that, I guess, and the silk dress was cut up into jackets for the children.''

She recalled that Port Stanley was as near to a big place as there was then. Before there were mills at Port Stanley, the settlers went on horseback to Long Point with their grain to have it milled. Later they sold wheat in Port Stanley; there was neither any St. Thomas nor Aylmer to speak of.

When asked about her early days in Brantford, she replied, "I think the chief memories I have concerning Brantford are connected one way or the other with the Indians. When father first got to Brantford he went in the mills there. And it used to be his lot to weigh the Indians out their allotments of flour. Certain days in the year, when receiving their allowances, they would come in a mass and besiege the mill. And you must remember it was the Indians who could obtain firewater, so on public days like that there was apt to be more or less disturbances, for they would get quarrelsome.

"But when I was still a little child, father's health began to suffer and he had to get out onto the land. A change like that makes a wonderful impression on a child's mind and I suppose in those rough and ready days one managed a moving, especially for a short distance, pretty much as it might happen, but anyway, one of the vivid memories I have is going out to that new house carrying a looking glass in one hand and a pitcher in the other, and mother walking with me. It was quite a way too, though many a time after that we walked in to market with our butter and eggs. Indeed, at that period we thought ourselves well off to get a ride on a lumber wagon loaded with wood. After we moved on the farm it was pretty much all work and no holidays. We lived in a one-roomed log cabin and had to make our own toys to play with, baked our marbles in the sun, ravelled out old socks to make our balls with and covered them with old shoe tops, and on Christmas mother would perhaps make a few sweet meats saved up for our stockings and anyway a real old-fashioned English plum pudding. Those were the few treats. The rest was heavy pioneer work and we girls (there were six of us with one younger brother) had to help father burn the logs and clear the land. It was dirty work and we were often black as negroes. At fifteen I learned to spin."

She was once asked if she longed to be out of it and back to Brantford and back to the old life. She answered, "No, I can't say that I ever did, but the same couldn't be said of my little brother. A year after we moved out we had a great housecleaning — everything torn up. My brother was wild with joy. He thought with all that commotion we were surely moving back again.

"But it was of the Indians I was going to tell you. We saw these constantly, the squaws in their black-bordered blankets, with red handkerchiefs on their heads, and the men sometimes with moccasins and bows and arrows, and sliding their long spears through the snow. I can see them yet.

"They weren't bad at all when sober, and some were good at helping with the work in harvest. But very often they were drunk and accordingly we were afraid of them. We children were frightened on the road to school, or whenever we went abroad, and sometimes we were scared enough at home. Once when father was away we locked the doors when we saw them coming home drunk from town. But they broke the latch and came in, they threw down the flour and went to sleep. And the pigs came in and went at the flour. There was nothing that mother could do but let one of the children down by the back window and send for father. The whites had somehow settled down on a portion of the Indians' land and most unwisely had a tavern there. The Indians would take the laws into their own hands, chop down the doors, and everything that stood in their way, and keep the occupants upstairs until they had drunk or possessed themselves of all the whiskey the place possessed."

"The lake moans twice while once it smiles." This is an old saying that was uttered by many who lived along the shores of Lake Erie. When I asked its meaning some forty years ago, I came up with several stories of how treacherous the lake can be. Let us now hear the story offered by Mrs. Turrill.

"It was always storms and gales and boats in distress, many a one I have seen. The lake is a sad place to be by then. Once a little sailing boat put out from Port Stanley to go down to Port Bruce. The journey down was fair enough but coming back there came snow and wind with squalls. The little boat upset out there just back of us and the two sailors, thrown into the water, climbed up on the bottom of the boat. One of them could swim, so he stripped off his garments and came ashore. But when he arrived suddenly in that naked condition in a neighbour's farm yard, they took him for a crazy man, and he had some ado to explain. Of course he was warmed and fed and a messenger went to Port Stanley for help. But all the afternoon the other man lay prone on his face on the upturned boat, chilled and soaked in the snowy gale. We must listen to his moaning, for he was deadly seasick as well, and his constant wail for Help! help! help! but never a thing could we do, with the spray dashing up into our faces at the bank some two hundred feet above the lake. No, it's by no means all sunny along the water."

John Piper Martyn has interested me during all my years of research. To me he is one of the outstanding settlers of the area along with the Fishleighs, Manns, Gillets, and Dangerfields. He was born in Bude, Cornwall, on June 17, 1831, the son of a Cornish farmer by the name of John Martyn. He migrated to Canada with his parents in 1849. His mother Mary was the daughter of Edward Piper of Devonshire. Shortly after their arrival in Canada the father became ill and died, leaving his wife and two children, James, the first-born, and John Piper. James Martyn became a prominent architect in London, England. After her husband's death, Mrs. Martyn resided with her son John Piper, who settled on a 400-acre farm in Yarmouth Township. John Piper Martyn had received a good education in the national school at Exeter, England. He received his diploma and engaged in teaching in his native town. In 1849 he resigned, came to Canada and entered normal school in Toronto. He was then in his twentieth year and succeeded in obtaining his first-class professional certificate. He taught at Dexter, Plains and Talbot Street east. He taught until 1866, when he retired and went back to farming. In 1868, however, he went to Strathroy and opened a private bank and broker's office. He conducted the business until 1870, after which he moved to St. Thomas and continued in the same line of business and later took on as a partner Gilbert Roche. His office was at the west end of Talbot Street near Cole's Hotel. He was the first secretary-treasurer of the St. Thomas and Aylmer Gravel Road Company. He was also the first manager of South Western Farmers and Mercantile Savings and Loan Company. He was very active as a Conservative in 1896 and took issue over the Remedial Bill. In 1852 he married Hannah Mann, daughter of Noah Mann, and by this union had ten children. They were Dalton and Courtright, who died in their childhood; Isabel of South Dakota; Dr. E. Martyn of Fort Smith, Arkansas; John P. of Sparta; Mrs. Oille; Mrs. Chamberlain; Mrs. Granfield of Toronto; Mrs. Matheson of Sparta; and a son who died when he was a year old. Julia Athena married Dr. John Oille in 1873. John Piper Martyn died on July 15, 1916, when he was eighty-seven. His wife followed him on December 5, 1923.

UNION AND SPARTA DISTRICTS AND THE REBELLION OF 1837

A very many years ago, yet not so many either, but what the memory of some few men living can recall the time, there came a day or perhaps a night, when eager though cautious messengers traversed our country, stopping at all the village centres and exchanging a significant word with some person apparently happening to be about to receive it, and went their way. Those to whom the word had been spoken made their way, in turn, homeward, managing as they did to pass that same word quietly to many neighbors.

The Fiery Cross was an institution of the long ago for calling a people to war. But in Canada, in '37, when the country was divided by opposing factions, the Fiery Cross method would never have done. Hence the silent call of a faction to arms by messenger to avoid publicity.

Union in Hightide of Glory.

In those long away days, the neighborhood of Union and Sparta was as warm a centre of rebel disaffection as Western Ontario contained. For at that period it was a thickly populated section too, far exceeding in inhabitants and business enterprise other places which now altogether eclipse it in importance. At one time picturesque Union boasted a large five-story grist mill, some good stores, two good-sized carriage factories in which a considerable number of mechanics found employment, a turning works, distillery, and a pork factory which fairly hummed with really an immense business for that time. Besides these mercantile establishments two furniture manufacturers, one after the other, located there and drove a thriving trade. Furthermore, in connection with the distillery large hog yards were kept and these added not a little to the prosperity of the place.

So, instead of the quiet hills and the lone chopping mill that now adorn the banks of the handsome pond of Union, imagine the long ago. We must picture those hills and the valley filled with buildings and people, humming with business, and its rumble of traffic, stretching out to meet that of large neighboring villages as Port Stanley and Sparta.

Just how much of this growth had been accomplished by the year 1837 I cannot say, but there would then have been no inconsiderable beginning of the future greatness, and anyway the locality would be one of the busiest and most important in the province at that time. The farms about were well settled and the whole district seething, as we have said, with the unrest of the day. Those cautious messengers on that leafless December night in '37 were busy, for Dr. Duncombe expected a lively support from this section.

And not a few answered the call. A good many horsemen crept out and away during the night toward the eastward collecting in little groups for the journey. Among others one group of three horsemen were well out on Talbot road travelling swiftly to avoid detection and interference by marauding bands of the opposing party. They carried guns as carefully concealed as might be. They were very harmless guns,

however, being quite empty. But that lack would be remedied when they reached Oakland on Lake Ontario, where were the supplies waiting to deal them out when the new army had collected.

The Man Who Turned Back.

It was lonesome riding swiftly on beneath the stars. For they must ride quietly to avoid suspicion and with ears on the alert for pursuers. Such quiet riding afforded leisure for considerable reflection for one man at least, turned homeward to the wife and children. He hated the injustice of the past—hated it so much he had hailed the prospect of fighting for relief from it. The private persecutions to which he and his family along with the many neighbors who sympathized with him

MR. JOSHUA STEELE

in the new cause had been subjected because of their views, embittered his soul, and he grasped his gun the harder as he thought. But then, as they rode through Aylmer and so made another landmark between himself and that loved home, another side of the matter would keep presenting itself. Would his family be persecuted any the less because he had taken up arms? He was bound to confess their trouble would be increased for a time anyway. If their side won all would be amply redeemed, but if they failed (and on this score there was much doubt) all was undeniably lost. They had been comfortable at least hitherto. Comfort with unpopularity was better than homelessness with confiscation of property. It could not be denied there was a large section of the people who presumably would suffer as much as he from Governmental injustice, yet these were decidedly against going to the limit of taking up arms and themselves and families were tolerably safe and asleep in bed at that moment in consequence. They must have some faith in a solving of difficulties other than war to sustain them. What was to prevent himself from taking the same stand as these and trust-

of valor was discretion, and the farther he rode the more these common sense tactics beset him. Finally he turned about and leaving his companions rode back westward. But men travelling with guns, whether going west or east were suspects in those days, unless they carried some badge or password of governmental service about them. Besides, even when at home he was liable, belonging to the faction he did, to have his gun seized by the first band of officious marauders coming along. The man hesitated, and finally rode into a farmhouse. The farmer who came out was a stranger but the traveller looked him squarely in the eye saying: "Would you be kind enough to do me a service?"

"What might that be?" demanded the farmer cautiously.

The horseman produced his gun, and handing it over: "Would you keep this gun for me until—until this country is at rest again?"

"That will I neighbor" nodded the farmer. And the horseman went one way and the man another with the horseman's weapon.

The Path That Led to Modern Times

It seems a little incident but really the action typified the decision of all Canada. That rider handing his gun (and his country) over to the keeping of faith in the future and riding back home, although he little knew it, personified his nation of that critical time. Canada had come to the cross roads. There was the old way in which disputes were settled by force, and you called in a foreign power to help you against your opposing fellowcountrymen, and there was a new path just being blazed out in which you trusted in the ultimate common sense of those fellowcountrymen and the supporting nation behind to prevail and bring right out of wrong. And the man who gave his gun, along with Canada in general, was choosing that new path that has led us to modern times.

"Yes," said Mr. Hannon, of Union. "That horseman was my grandfather Jonathan Steele. That was the way he kept out of the rebellion. He got his gun from the stranger after the war all right, too. But in the meantime his troubles weren't ended by going home. He was made prisoner among a great number of other suspects and interned in London. He was taken terribly sick there and his wife and her sister went up to the prison to care for him. No wonder the prisoners were sick. They were fed rotten meat and bread out of which the worms were crawling!"

Though Pious The Quakers Were Human.

I don't know whether unsanitary meat and mothy bread was the habitual diet of prisoners then or if this happened as an isolated instance of that neglectful public service where "everybody's business is nobody's business." But at any rate from it our modern people should learn to have mercy on those who are crudely brutal in this war. We are not long removed from the same crude viewpoints and enemies who now practice hateful cruelties may come abreast with us and beyond in a few elopment.

It is a pity the modified policy of Jonathan Steele had not been adopted by his uncle Joshua Doan. "The Doans were Quakers that had come in from the States," went on Mr. Hannon. "Great Uncle Joshua's father was a Quaker of the stiffest sort. He used to walk all the way from here to York State through a blazed woods to attend Quaker meetings there. They were a good people, those Quakers; but they were human like the rest of us. You know it used to be their custom to greet everyone, stranger and friend alike, whom they met on the road with the Quaker salutation. Sometimes their salute would not be answered, and I remember they used to say, Mr. Doan, that's Joshua Doan's father, the preacher, would exclaim on such occasions: "Good-bye, and I'm glad you got by!"

An Indiscreet Martyr

Strange enough the Quakers, notwithstanding their antipathy for war, were leaders in the rebellion strife around Union and Sparta. Perhaps this was because they had lately come in from the States and had kept a sympathy for that country, but more likely their stand was taken because of the petty persecutions they were subjected to locally as suspects from across the border. At all events this local bitterness roused the Friends to a red heat and they say there is no fighter so determined as a peaceful man once roused. Joshua Doan escaped to the other side at the first repulse of the rebellion, and if he had remained would no doubt have been able to return in honor when affairs had smoothed over, as did McKenzie and others more at fault than himself. As it was he again came over and took part in the invasion at Windsor, was taken prisoner and suffered the death penalty. The temper of the country did not relish a foreign, even though unofficial, interference in its internal disputes, and the invading party was at best but a marauding rabble. It is a pity such a really fine man as Mr. Doan became associated with these desperadoes.

"That was Joshua Doan's mistake," remarked Mr. Hannon, "returning with that bunch at Windsor. He was a fine man and a smart one. I heard them say he was very tall and so long in the arm that standing straight he could put his hands on his knee caps. Everyone has always felt he was worthy a better fate, and those who visit his grave in the old Quaker burying ground at Sparta, visit it as the grave of a martyr to his country. He wrote to his wife to visit him after he was sentenced, and she started out to walk to London. Someone gave her a ride and in London after she had got out of the sleigh the driver found this letter she had dropped."

And he showed me a copy of the letter, as follows:

London, 27th January

"Dear Wife—I am at this moment confined in the cell from which I am to go the scaffold. I received my sentence today, and am to be executed on the sixth of February. I am permitted to see you tomorrow, any time after ten o'clock in the morning, as may suit you best. I wish you to think of such questions as you wish to ask me, as I don't know how long you will be permitted to stay. Think as little of my unhappy fate as you can, as from the love you bear to me and have ever evinced, I know too well how it must affect you. I wish you to inform my father and brother of my sentence as soon as possible. I must say good-bye for the night, and may God protect you and my dear child, and give you fortitude to meet that coming event with the Christian grace and fortitude, which is the gift of Him, our Lord, who created us. That this may be the case is the prayer of your affectionate husband,

"JOSHUA G. DOAN."

This is a sad letter revealing such refinement and real good feeling. It is no wonder the popular mind has always revolted at the execution of this man, sound at heart, though, perhaps, indiscreet. We feel that the makings of a patriot was lost in this man and we cannot help wondering if modern, more lenient, methods would not have tactfully endeavored to make of him just as determined a friends of the governing party as he was then a fiery enemy.. As it is, we are as a nation, just beginning to see the value of making the best instead of the worst of public offenders. The new methods with prisoners are just being tried out.

On February 17, 1921, James Dangerfield died at Aylmer. He was the son of Thomas and Jane Jay Dangerfield, and was born in south Yarmouth Township on May 23, 1836. Thomas Dangerfield came to Canada in 1834 from Gloucestershire, England. The Dangerfields were from a long line of broadloom operators. Jane Jay came to Canada from Wiltshire, England. Thomas and Jane married and settled down on Lot 27 east of Sparta. James Dangerfield was the first-born of seven children. He never married and resided on his father's farm until June of 1914 when death claimed his surviving sister, Mrs. A. A. Barnum, mother of Harold W. Barnum. He then gave up farming and moved to Aylmer.

Businesses

Sparta's business section in 1844 was as follows:

Carter, H.	Blacksmith, Main Street
Chase, J.	Manufacturer of scythes, east end of Main Street

Chase came to Sparta from North Adams. In a short time he started up a little foundry east of Jonathan Doan's grist and flour mill. Here he erected a small dam and used the spill from Doan's mill to power his mill where he turned out axes, shovels, spades and scythes. He used a trip hammer to pound out and shape the implements and for this he became known as "Trip Hammer Chase."

Chase, Miss M. U.	Seamstress.
	Pear Grove at the east end of Main Street
Eakins, John A.	General merchant
Graves, Elijah	Shoemaker

Dr. Robert Lyon Sanderson used to recite this verse about him:
Elijah the Prophet,
The mender of shoes,
He makes himself useful
In spreading the news;
If you don't believe his yarns
You needn't look grim,
For he'll tell 'em to you
Just as they was told to him.

Jolly, J. J.	Blacksmith
	Next to Mr. Eakins's store
Lansdell, L.	Tailor
McDowell, John	Sparta Hotel.

In 1931 Charles Buck interviewed John H. McDowell, son of John McDowell. McDowell stated that he was born in Sparta in 1844 and later became a resident of Milwaukee, Wisconsin. He said his father purchased the old hotel, which was built along colonial lines, from his father-in-law David Mills, who erected the building. It became known as the Sparta Hotel. John McDowell died in 1864. It is recorded that this was the last time it was used as a hotel. After that the building housed stores and had a large ballroom on the second floor. When it was no longer used as a hotel, the name was taken over by Isaac Moore, who had purchased a small hotel or tavern across the road that had been erected by Mr. Hitchcock. In 1851 Moore changed its name to the Elgin House in honor of the Governor-General of Canada, Lord Elgin. He sold out to John McDowell in 1853. Moore then built a larger tavern west of the corners and it became known as Moore's Hotel. Moore, who had been arrested and imprisoned in London for taking part in the Rebellion of 1837, left Sparta in 1855 and moved to Strathroy. Moore's Hotel experienced many changes of proprietors. In 1872 Freeborn Taylor bought the hotel and named it the Ontario House. Other proprietors were James "Whisky Jim" Durdle and Alvin Parker. Taylor advertised that he supplied the best liquors, cigars, livery service and safe horses. The hotel was serviced by a stagecoach. The last owner of the Ontario House was Joseph Phelps, Sr. It was from the last owner that the temperance society purchased the building and converted it into a temperance hall in which rooms were used as reading rooms. The hall was a social centre for the educational interests of the community. A company or society was formed to put these plans into effect with Dr. G. A. Shannon as president and Reverend W. H. Graham as secretary. Thomas Roberts and James Yarwood were some of the other members. After this it became known as the Temperance House. It was in use for many years and was later converted into an apartment building until it became unfit for a dwelling. Now it is boarded up and is used as a warehouse. Looking at the old building it is hard to visualize wagon

loads of people drawing up to the door, some travelling in bar racks drawn by oxen with the floors covered with straw and robes to keep the travellers warm. They came because the hotel had a ballroom that was so large it could accommodate as many as four sets of square dancers. The music was supplied by Sam Doan, Blind Homer Zavitz and James Waddell, all fiddlers. The bar on the first floor was the scene of more uproarious activities.

Nellis, A.	Harness and saddlemaker
Newcombe, C. D.	Dry goods
Smith, Hiram Burley	Merchant tailor

It is a well-known fact that Hiram Burley Smith arrived in this part of Yarmouth Township with only $5 in his pocket, the clothes on his back and a pressing iron. He was taken in by James Mills, who helped him to erect and open a small tailor shop. After he got settled he married Sarah Jane Mills, daughter of James Mills, and by this union five sons, Oscar, Isaac, George, John and Byron, were born. George and John died in 1859 and 1863. Smith also lost a daughter, Harriet, in her early years. After the death of his first wife, Hiram Smith married Mary Spurr. One of Hiram Smith's daughters, Georgina, married Albert Claughton, who was a successful farmer and horse breeder near Uxbridge, Ontario. After the death of her husband, Mrs. Claughton moved to St. Thomas and lived with her sister, Mrs. F. M. Griffin. After Mrs. Griffin's demise, she lived with her niece, Mrs. George Dingman, at Springwater where she died in 1946. Her other sister became Mrs. Graham Campbell of Toronto. Smith died on the 27th of April, 1874, at sixty-three years of age. The second marriage brought forth two sons, Edgar Alexander and Joseph. The latter took up residence in Winnipeg. The former, Edgar A., became a successful broker in St. Thomas and married Kate Eliza Wright. He died in 1948. He was followed by his good wife in 1949. Edgar A. Smith was born on the old homestead in Sparta and as a young man worked in his father's store and learned the mercantile business. When he married Kate Wright, daughter of R. C. Wright of Aylmer in 1886, they resided for a time at the homestead. In his early years he was in the mercantile business with James Carrie and had a general and dry goods store in Shakespeare until he sold out to the Harrold brothers. He also was in business in St. Thomas with McDonald Fraser. One of his kind acts, and there were many, was to acquire the old blacksmith shop at Sparta, restore it and present it to the Sorosis Club of the Sparta Women's Institute to be used as their headquarters. Smith's marriage to Kate Wright was a happy one and produced three sons and four daughters: Mrs. George Morley, Southwold Township; Mrs. H. A. Stringfellow, Sparta; Mrs. C. F. McKenzie, Oakville; Chester H. Smith, St. Thomas; Mrs. H. Lyle Kennedy, Toronto; Magistrate E. Donald Smith, St. Thomas; and Ed Smith, London. Edgar died on July 5, 1948.

Patch, S.	Editor of the *True Teller.*
	The printing shop was the second floor of the old Abbey. The Abbey was first used as an inn. Later it became a residence with a printing shop on the second floor.
St. Augustine, F.	Shoemaker
Teeple, L.	Shoemaker on King Street
Willson, D.	Physician and dentist

John A. Eakins, the general merchant referred to in the above list, was prominent in business in Sparta and area for many years. John A. was born in Grimsby, Ontario, in 1819 and was one of the three sons of Captain John and Nancy Eakins, who were natives of Nova Scotia. The captain received his rank as a sea captain before settling in the Grimsby district. He was a fair and just man with an intense love of the principles of Freemasonry. It was un-

fortunate for him not to live long enough to see Masonic Lodge No. 176, called the Sparta Lodge, founded in Sparta. Of the three sons, Peter, George and John A., the latter made his mark in Sparta. He was made of leadership material like his father and was very determined to succeed. At the age of seventeen he left home and got a job as a clerk in his uncle's store in Woodstock, where he remained for a year before moving on to manage a store in Beamsville, Ontario, where he remained for six years. In 1842 he came to Sparta and on August 27 took over Henry Yarwood's old store, which had been built in 1838. (Yarwood later built a hotel, the Elgin House, on the northwest corner.) The store was located between a hotel and blacksmith shop on the southeast corner. Here he remained for four years and in 1846 had a two-storey red brick store built on the site. Here he plied his trade for thirty years. During that time he opened a branch store with his brother in Vienna in 1850 and in St. Thomas in 1856, where he operated for four or five years. He had stores in Port Bruce, Port Burwell and lastly again in St. Thomas. In his business life he owned and operated the foundry at Sparta, a carriage and blacksmith shop, a boot and shoe manufacturing plant and had a pork packing plant for thirty-three years. He had large warehouses in Sparta, Port Bruce and Port Burwell and was a dealer in grain, lumber and cordwood which he shipped out on his own sailing ships, the *Tom Wrong, Florashoe* and *Annette*. He firstly teamed his goods from Hamilton to his various stores. He owned a farm on the first concession and considerable property in Sparta. He was the postmaster of Sparta for thirty years. (The post office opened in 1841 not long before Eakins's arrival in Sparta.) His five children were Mrs. McCallum of Dunnville; Mrs. Livingston of Toronto; H. G. Eakins of Boston; John M. Eakins of Sparta; and Edway Eakins, who became postmaster of Sparta after his father and held that position until his death in 1922. (Edway was succeeded by Eric Oille and later Eric's son Norman.) Maria Eakins died on January 17, 1895, and her husband, John A., died on November 27, 1903.

Up to 1855 John and Edward Graham had a factory opposite Isaac Moore's hotel where they manufactured furniture and coffins; it was destroyed by fire that year. The first mill and tannery founded in Sparta were established by Jonathan Doan. The first grist mill was erected of logs and had a single run of stones; it was replaced by a frame mill which had two runs of stones, one stone for grist and the other for flour. The latter mill was powered by a twenty-four-foot waterwheel. The mill-pond was a large pond that stretched westward a quarter of a mile. The mill was closed when the water resources dried up. (Before I go on I must mention that the old mill-pond of Jesse Page held back so much water that it created a swamp in the valley and that the Sparta Road then had to curve around the swamp on Isaac Minor's farm, Lot 13. Lot 12 was Jesse Page's land, just east of Seminary Corners.) Jonathan Doan's tannery was located just north of the Quaker Cemetery and the odour from the vats was often detected by the congregation of the nearby Quaker Meeting Hall. It is recorded that the tannery was carried on by Jonathan Doan's son Joel until he sold out to Benjamin, Charles and Abraham Mandeville in 1859. I understand the tannery was built in 1832 and Doan's first mill was erected in 1819. East of the tannery on Lot 20 Amos G. Canby had his farm and cheese factory and lived here until the death of his wife Elizabeth in 1874. Canby, being advanced in years, sold his land to William Yoe, who carried on the factory. This same land is now owned by Ray Little. The 1906 business directory of Sparta lists John W. Scott as the cheesemaker. Later W. Little operated the factory and was noted for his "Little V Brand."

According to the records of the 1840s, Byle and Church Vary operated a sawmill and a chair factory east of the mill-pond. The old Vary mill was later taken over by Charles Strong, who carried on the chair business for a time, then went into the dressed lumber business. In the 1880s the sawmill was operated by William Cole and Bailey. William B. Cole came from Tompkin County, New York, in 1863, where he was born in 1840. In 1864 he married Almira Mills, daughter of Samuel Mills. In 1871 they purchased a farm north of the village. The corners and the school on the corners became known as "Cole's Corners Schoolhouse." Cole

went into the farming, lumbering and milling business and was successful. A forceful, direct man, he became a justice of the peace and served the Masonic Lodge at Sparta as its master. His children were Mrs. Dr. G. A. Shannon of St. Thomas; Mrs. John Rundle of Sparta; Mrs. John A. Oille, Sparta; and Earl of Sparta, who died in 1967. Mrs. Cole and his daughter Jennie predeceased him. He was buried by the brethren of the Masonic Lodge No. 140, Aylmer. One old-timer I interviewed some forty years ago recalled that Cole operated a sawmill near the site of Norton's Garage and that Lenrock Bailey operated a flour mill near the same site. Bailey was a native of New York and came to the area in 1841 with his parents. He later had a farm on the Union Road (now Elgin County Road No. 27) for years and a flour and feed store in St. Thomas, east of the L. & P.S.R. station.

The old butcher shop that was built in 1840 has seen many owners and has served many purposes. It was here that Frederick Strasser had his tinsmith shop. Next it was the tailor shop of Mr. Grenier and later the butcher shop of Leverton and Fishleigh. Now it is the private antique museum of Theo Webber. The addition on the rear of the little store was the old icehouse. The ice was obtained from the mill-pond in the winter and stored in sawdust all summer. Within the building there is an oak icebox with a massive door.
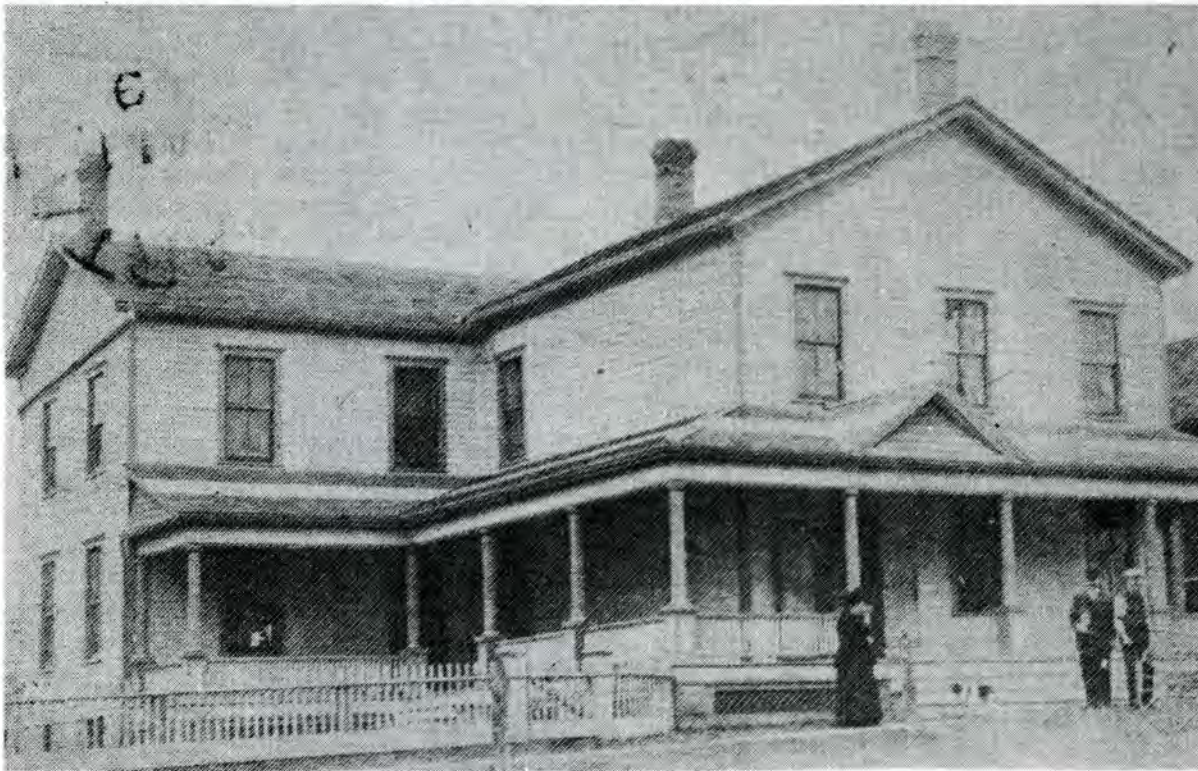
The Ontario House hotel.

Sparta's business directory of 1865 reads as follows:

Baliah, James	Flax mill, sawmill and grist mill
	East of Sparta at Jamestown
Bates, J.	Wagonmaker, *Main Street*
Campbell, Gordon	Cabinetmaker
Carr, William	Shoemaker
Eakins, John A.	General merchant and postmaster
Foster, John	Blacksmith
Higson, Mrs. S. M.	Milliner
Irvine, Mrs.	Milliner
Jay, Albin H.	Glovemaker

I came across his cutters years ago in the possession of Fred White of Springwater. Jay started out as a clerk in the old Hiram Smith store and later opened his own store on the northeast corner of King and Main streets, where he started to manufacture gloves and mitts. He peddled his goods along the backroads and nearby villages for many years. He also operated a sawmill that was located behind the blacksmith shop on the mill-pond.

Jay, Alfred	Blacksmith
Lewis, George	Barber
Luce, T. J. and Slaton, Alonzo	Pump manufacturers
	Main Street
Mandeville, Charles	Tannery
Mann, Noah	Sparta Foundry

Noah and his brother Eli manufactured stoves and agricultural implements. Both were natives of England. Noah died in 1881.

Mills, Marshall B.	Tinsmith
Moedinger, Louis	Cabinetmaker

When Moedinger and his wife Catherine Barbara first came to Sparta in 1860, he set up shop on the south side of Main Street across from the Abbey. The Abbey at the time was being used as a cabinet shop by R. J. Stratton. There was also another cabinet shop operated by Ezra Oille. After a time Moedinger bought his competitor out and moved into his shop. Meanwhile the building on the northwest corner, the old Sparta Hotel, was being used as a general store by Ira Hiborn (some thirteen years before he took over the store it was operated by Isaac Millman in 1890). Hiborn died in his fifty-first year in 1903. Moedinger, in order to expand, moved into the old hotel building, taking over the western half for his undertaking and hardware business. Later he took over the whole building and rented the old section beneath the hardware store to a Mr. Shaw who used it for a blacksmith shop; it was used later solely for the storage of his hearse. Apparently Louis Moedinger lived in Copenhagen, east of Sparta, and it was here that his son Louis W. was born in 1861, three years after Amelia Sophie. Louis Moedinger, Sr., died in 1905 when he was eighty years of age. Catherine Barbara Moedinger was born in Wurtenburg, Germany, and came to Canada in 1825. Louis W. Moedinger married Agnes E. Laidlaw. He died in 1940, the same year as his wife. The first library was provided by Louis W. Moedinger and his niece Rose Grisdale in 1888 and was used for years. Then the people lost interest and it was closed until 1924, when Mrs. Eric Oille took over. After eighteen years it was carried on by Mrs. Eugene Roloson. The library closed in 1948.

Murray, Andrew	Blacksmith
Oille, Ezra	Sawmill, chairmaker and turner
Oille, John	Blacksmith
Sanderson, Benjamin	Mail carrier

He was the brother of Dr. Robert Lyon Sanderson. He drove the stagecoach and picked up the mail at White's Station, making a daily run to St. Thomas carrying the mail and passengers. He was the first to use a democrat for mail pickup. Silas Moore was the stage proprietor. The fare per person to St. Thomas was 25ᶜ. All the stages at this time were democrats and were open to the elements. James Hannam introduced the first covered coach, which was later taken over by Jesse Pettit and still later by William Butterick.

Sanderson, Robert Lyon	Medical doctor

Doctor Sanderson was born at Niagara-on-the-Lake on June 20, 1832. Both his father and grandfather were officers in the regular British army, his father being stationed at Niagara. His mother was the daughter of a United Empire Loyalist, coming from New York to Canada with her parents when so many of British descent left a country at war with the mother country. After graduating in medicine, Dr. Sanderson came to St. Thomas in 1857, where he remained for two years, and then removed to Sparta, where he practiced all his life. He married Isobel

Minor, daughter of George Z. Minor, in 1867 and by this union had five children. They were: Dr. Herman H. Sanderson of Detroit; Robert L. and Benjamin G. of the United States; Lila of Sparta; and Bernice of Detroit. In the early days of his practice he travelled on horseback along the backroads to answer sick calls in all weather and at all hours. He was greatly loved by all. He died on September 24, 1913. He was eighty-one years of age.

Smith, Hiram B.	General merchant
Soper, J.	Medical doctor
Spurr, William	Shoemaker
Stafford, Abel	Sawmill
Stratton, R. J.	Cabinetmaker
Vercoe, Henry L.	Medical doctor
Welding, Howard D.	Saw and grist mill

Welding purchased the south half of Lot 23 on the fourth concession which included the remains of the factory and mill-pond of J. Chase in 1865. He rebuilt the mill into a grist mill and used the same pond to power his sawmill. The mill was carried on by his son Watson.

Wilson, John	Hotel proprietor and general store owner
Wood, Asa Jr.	General merchant

He also manufactured farm implements. After the death of Hiram Smith in 1874, the store was carried on by one of his sons for a time and then he sold out to Asa Wood, already an established merchant in Sparta, who then opened the Co-Operative Store in the old Smith store.

Some of Sparta's businesses in 1872 were:

Arthur, Thomas M.	Grocer
Bates, John	Wagonmaker

He died the next year

Boddington, George	Medical doctor
Bray, Charles	Blacksmith
Burt, Darius S.	Plasterer

He later had a brickyard south of the corners. It was taken over by Merne Davenport and still later by Ben Mandeville. Burt died in 1878.

Carr, Richard	Painter
Carr, William	Shoemaker
Callard, John	Drugstore and book store
	southwest of the corner.

The one and only drugstore with a mortar and pestle as a sign was placed there by William Edge and Henry Coakley (the latter gentleman also served as a dentist). Both later sold out to John Callard, who also sold newspapers and books. He was at one time master of the Sparta Lodge. This drugstore was once part of the store, the first store that is, of Asa Wood before he moved into the Smith building. The store later became the Sterling Bank of Canada. Later the Imperial Bank of Canada built a red brick building there; it is now a residence.

Conn, Atchinson	Foundry and agricultural implements

His place of business was on the north side of Main Street opposite Hiram Smith's store. He turned out many products of brass, copper and tin. He also had a soap factory opposite the Baptist Church. Conn employed as many as four teams with drivers to tour the back roads in order to pick up hardwood ashes to be used in his leaches for soap manufacturing. The foundry was operated by Atchinson Conn and his son, Wesley. Wesley and his wife Jane had a son named Atchinson born in 1870. When Sparta declined, Wesley Conn moved to Aylmer and went into the hardware business that was later taken over by his son Atchinson, who died in 1937, outliving his wife Amelia by three years. Their son Charles took up

residence in Mimico. The first Atchinson was the son of Meredith Conn of Tyr-
connell. The Conn foundry was last operated by James Page.

Eakins, John A.	General merchant, postmaster, etc.
Grisdale, William	Harness shop
Hadden, Joseph	Ashery
Hannam (Hannon?), James	Stage proprietor
Henderson, Francis H.	Manufactured doors and sashes
Jay, Albin H.	Glove and mitt factory
Jones, John	Blacksmith.

*He later had a shop north of Union near
Dutchman's Corners before going to the
southern part of the United States.*

Louis, George	Barber

*He was a coloured man with a wonderful per-
sonality and character and was loved by all. He
was nicknamed "George Grasshopper."*

Lincoln, Joseph	Carpenter
McCracken, James	Merchant
Mills, Minard	Auctioneer
Moedinger, Louis	Cabinetmaker
Murray, Andrew	Blacksmith
Oille, George	Wagon and carriage shop
Oille, John	Wagons and carriages
Oille, William	Painter
Phillips, E. C.	Shoemaker
Sanderson, Dr. Robert Lyon	Medical doctor

*There is one story I must tell of Dr. Sanderson. At one time when the good doc-
tor had his office in St. Thomas, he had to answer a sick call in Tillsonburg.
While on his way back to St. Thomas, he was stopped by a resident of the town
who informed him that his office, with all his books and equipment, had been
destroyed by fire in his absence. He continued on his way until he came to the
sideroad that led to Sparta. On arriving there, he engaged a room in Isaac
Moore's hotel and set up a new practice until he moved and established himself in
his own home, from which he served the people of the district for fifty years. He
answered his first calls on horseback. During the spring floods he had to swim his
horse across the Catfish Creek. Charles Buck said he did more good with his
good- natured approach than all the new-fangled medicines of Dr. George
Boddington.*

Smith, Isaac H.	Broom manufacturer
Smith, William	Blacksmith
Strasser, Frederick	Tinsmith

His products were of skillfull workmanship.

Taylor, Freeborn	Ontario Hotel
Thayer, Cyrus	Dominion House
Wilson, Seth	Flour mill, east of the corners
Wood, Asa J.	General merchant, southwest corner

The village business section in 1906 was made up of the following:

Armstrong, J. H.	Veterinarian
Butterwick, William	Hotel
Clarke, A. O.	General store
Cole, W. B.	Sawmill

*The Cole mill was located near the site of the Henderson and Bagnall apple
evaporator on the north side of the road west. Frank Bagnall's evaporator was
destroyed by fire in 1925. In 1912 Wilson Mills lost his first evaporator to fire;
the loss totalled $4,000.*

Eakins, E. O.	General store, postmaster and agent for the Bell Telephone Company *The Sparta Rural Telephone was incorporated in 1910; the year before saw the connection with New Sarum and Aylmer, according to Eileen Tansley. The switchboard was located in the old harness shop on the corner of Smith and Main streets. In 1958 Bell Telephone took over the Sparta Rural Telephone Company.*
Hall, John	Shoemaker
Herrington, E. D.	Blacksmith
Leverton, H. S.	Butcher
Lintott, T. T.	Flour mill
Millman, J. K.	General store on northwest corner
Moedinger, L. W.	Hardware on northwest corner
O'Brien and Yelland	Wagonmakers and implements
Pettit, C. M.	Harness shop
Sanderson, Dr. R. L.	Medical doctor
Scott, John W.	Cheese factory
Shannon, G. A.	Medical doctor
Turrill, Adrian Dangerfield	Druggist
Vincent, Joseph	Cement contractor

The blacksmith shop which was later restored by the Sparta Women's Institute.

It was the thoughtful consideration of E. A. Smith of St. Thomas that saved the old blacksmith shop from being destroyed when it was put up for auction after the death of Clara Mann. At the time it was in a very bad state of deterioration. Smith purchased it and presented it to the Sparta Women's Institute who have completely restored it, using it as their head-quarters. Records show that it was erected in 1825 of clay and straw and the fourteen-inch-thick walls originally supported a hand-hewn slab roof. The roof was replaced by John Oille, grandfather of Eric Oille. "My grandfather told me about the old blacksmith shop when I was a boy," said Eric. "It wasn't a new building then when he bought it in 1829." The blacksmith shop is said to have been used as a stable for the horses of a cavalry unit posted to Sparta to put down any rebellious elements. The Sparta Rangers were sixty in number and were under the command of General Thellar. The troopers were quartered in various residences in the village, while some of their mounts were kept in the mud-walled shop. The

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shop has served in various other capacities in the last century or more. It was a blacksmith shop for many years. It was used for storage, as a machine shop, and as a garage. Its roof has run the range from pioneer slabs to corrugated sheet metal.

In 1975 Mike and Shirley Roberts, a young couple with a love for the past, purchased the Sparta Mercantile Store from the Oille family and started to renovate it. In doing so they caught the fever and went on to restore other buildings such as the Temperance Hotel and the Ray Home Hardware. The hotel was purchased with the thought of converting it into a factory and warehouse for the production of fabric goods. Roberts stated that he employed forty-two part-time seamstresses, many of whom were housewives. He predicted that when the factory reached full production, he would employ twenty persons. The Ray Home Hardware was converted into an attractive tearoom and ice cream parlour. The Roberts have also purchased the "Abbey," for what purpose I do not know. Mike Roberts is a great-grandson of Henry Yarwood. Shirley Roberts, who is deaf, was at one time a full-time social worker at the Robarts School for the Deaf in London and travelled throughout southwestern Ontario counselling families.

Schools, Churches and Fraternal Organizations

The first Baptist service was held in the home of Andrew Montross. Settlers of the Sparta and Union districts worshipped at the First Baptist Church at Plains from 1850. A frame ediface was erected in Sparta and opened on October 31, 1869, and was under the guidance of the mother church at Plains for three years. In 1894 the church basement was constructed and in 1873 the building was veneered with brick. The parsonage was purchased in 1886; it is now the residence of Mrs. G. W. Sherman. In 1955 the present parsonage opposite the church was purchased and is still in use.

The history of the Sparta United Church goes back to the early 1800s when Wesleyan Methodist missionaries were serving the scattered settlements of western Ontario. The area between London and Lake Erie was known as the Westminster Mission. In 1836 St. Thomas was separated from it and constituted a circuit. By 1846 two or three members had been placed on the St. Thomas charge to take care of the needs of the growing population. It is not known when the first Methodist Church service was held in Sparta, but in 1851 a Wesleyan Methodist chapel was built. Reverend John Bredin of the St. Thomas circuit was minister. The first meeting of church trustees was held in the home of John A. Eakins on December 29, 1851. Soon after, the Port Stanley circuit was formed, with Sparta as one of the preaching places. Among the ministers of this period was Reverend George Cochran, who was one of the first two missionaries sent to Japan by the Methodist Church of Canada in 1873. In the 1851 chapel, pews were rented at the rate of fifteen to twenty-five shillings per annum and single sittings rented at a proportionate rate. The chapel was enlarged by the addition of wings in 1873. The first Sunday school was held in 1875 with William Petherick as superintendent. A brick manse was built in 1879. It was not long before the enlarged church was found to be inadequate, and following revival services, the present church was built in 1886. The old frame church was then used as a shed. Later it became a grist mill and still later the house of Joseph Laboure. One of the conditions of the building contract for the new church was that it be built for the sum of $3,397. The cornerstone was laid on April 28, 1886. The opening services were held on October 10, 1886, with Reverend Dr. Stone of Toronto as guest speaker. The system of pew rentals continued, with the eight front pews renting at $5 for long seats and $4 for short seats, and the remainder of the pews renting at $4 and $3. The rent was applied to the operating expenses and the minister's salary. The system was abolished in 1905. The Yarmouth circuit was formed in 1871. Four years later, the name was changed to the Sparta circuit. It consisted of Yarmouth Centre, Salt Creek, Orwell, Port Bruce and Sparta as preaching places.

Sparta functioned as a station from 1909 to 1917. In the latter year, Dexter was joined to Sparta. This lasted until 1926, when Union and Sparta were formed into a pastoral charge of the newly constituted United Church of Canada.

Wave of Quaker Settlements Over Century Ago Marked By Influence On Culture and Industry

By M. V. W.

IN the latter part of the 18th century and in the early years of the 19th century there came from the United States to Western Ontario several groups of settlers, known as Quakers. Interested in education and the welfare of all classes, these members of the Society of Friends exerted an important influence on the rural life of various sections of Welland, Oxford, Elgin, Middlesex, Lambton, Perth and Wellington, where they took up lands and established homesteads and business enterprises.

At the close of the American Revolutionary War many families found it difficult to carry on successfully owing to the high taxes and to the low price of farm produce. As a result, thousands of Friends migrated to the western plains. Others, preferring to reside under British rule and realizing that cheap land was available across the border, came to Upper Canada. In 1783 a group from New Jersey and Pennsylvania arrived in the Niagara district. Ere long, relatives and acquaintances followed. In 1799, the first "monthly meeting" was organized.

Information regarding the experiences of the pioneer Quaker settlers was recently secured from Miss E. Zavitz, London, who is a descendant of the Quakers of the Niagara district. Her great-grandfather had left the Eastern States and journeyed along the rough and rocky roads to the Niagara area. Later, this branch of the Zavitz family moved to Coldstream, Lobo Township, where an important Quaker settlement was established 101 years ago. Some of the pioneers became the owners of several hundred acres of land in the vicinity of the picturesque hamlet, Coldstream. Charles A. Zavitz, B.S.A., for many years a member of the staff of the Ontario Agricultural college, Guelph, was born at Coldstream, August 25, 1863.

On a visit to the Coldstream settlement some years ago, the writer received considerable information regarding the Quaker pioneers from the late Edgar M. Zavitz, Coldstream poet and editor, and from the late Jacob Marsh, whose ancestors established the mills at Coldstream. Copies of The Young Friends Review, a semi-monthly paper published at Coldstream and London in the 80's and 90's, contain many interesting items regarding Quaker meetings in various sections of Western Ontario.

One of the early and prosperous Quaker settlements was established at Norwich, Oxford County, in 1808. There, several families from Dutchess County, N. Y., took up lands, assisting one another in carrying on settlement duties. Among

the names associated with the Friends' meetings at Norwich were Lossing, Curtis, Stover and Lancaster. In the house of Joseph Lancaster a meeting was held in 1812. Three years later the Norwich monthly meeting consisted of the original preparative meeting of Norwich and two "indulged" meetings, one at Pine street and the other at Ancaster.

Elgin County also had its Quaker settlements in Yarmouth, Malahide and Bayham. In an interesting historical booklet by Miss E. N. Lewis, which the writer recently received from C. Earnes, St. Thomas, reference is made to the happy Quaker community of early Yarmouth, Jonathan Doan, of Philadelphia, having been the original pioneer. Among other names associated with the meetings of Yarmouth were John Kipp, William Harvey, John Mills and Joseph Albertson. In 1820 the first meeting house was erected in Yarmouth. Later a frame structure replaced the log building. In 1865 a new site was selected, and the meeting house, north of Sparta, was opened.

Friends of Malahide and Bayham met at the home of George Laur, Malahide. As Quakers from the various settlements visited one another when attending the meetings and conferences, descendants intermarried and located in various townships of Western Ontario. At Warwick and at Arkona, in Lambton County, Friends resided. There was also a settlement in Hibbert Township, Perth County. Everywhere members of the Society of Friends endeavored to interest young people in good literature and the finer arts. Literary societies were organized in several localities, the Olio, of Coldstream, being among the most successful in Western Ontario. Arkona and Sparta young people also spent many an hour in studying the works of standard authors, preparing interesting and instructive essays.

Copies of The Young Friends' Magazine in the possession of Miss E. Zavitz, London, contain several biographies of prominent early Quakers of Western Ontario. From these the following have been selected:

James Wright Haight—Died in 1896 at Cedar Place, Yarmouth; life-long member of the Lobo Monthly Meeting; born at Union, Elgin County, in 1834.

J. W. Haight—Son of James Haight, one of the original settlers at Yarmouth, who conducted a woolen mill at Union and a mercantile business in St. Thomas; later engaged in farming.

Anna M. Mills died at her home in St. Thomas, March 28, 1897, in her 92nd year; valued elder of the Lobo Monthly Meeting; born in the State of New York, she came to Canada with her parents when a child; married Isaac Mills of Sparta.

John Scott died at the home of his daughter, Deborah Oglivie, in Aylmer, in 1897, at the age of 100 years, 1 month, 2 days; member of the Lobo Monthly Meeting; born in the Village of St. Davids, three miles from Queenston; moved with his parents to Chippewa in 1812, who moved in 1814 to Pelham, where his lot was cast among Friends, which he joined at 21; family moved to Norwich; in 1821 married Sarah Palmer.

William Shotwell died in 1893, in his 75th year, at his home in Lobo; member of Norwich M. M.; descendant of the English family of Shotwells, who about 1665 settled in New Jersey. After the American Civil War, his grandfather, William Shotwell, came to Welland. It was there that William Shotwell II was born in 1818, later moving with his father's family to Yarmouth. In 1848 he married Susanah Kester, and they settled in Lobo. Mrs. Shotwell died in 1892. Among the speakers at the funeral service was the noted woman preacher of St. Thomas, Serena Minard. James Zavitz and S. P. Zavitz also spoke.

Reports of various meetings and conferences of the Society of Friends held in Canada and United States show that this religious organization was ever interested in philanthropic endeavors, in prison reform, in temperance, in proper nutrition, in education for all, in religious liberty and democracy. Serena Minard, the cultured woman preacher, formerly of Sparta, and later of 74 East street, St. Thomas, traveled extensively, attending conferences and conventions in United States and in the old land. She was also a member of the editorial staff of The Young Friends' Review, edited at Coldstream. Other members were Edgar M. Zavitz, managing editor; S. P. Zavitz, Coldstream; Elizabeth S. Stover, M. E. L. Norwich; Isaac Wilson, Bloomfield.

Sparta in the past was surrounded by rural schools. Some were attended by children from Sparta but most went to the Quaker meeting house near the Quaker Cemetery. They attended school here until a brick school was erected in 1865. The old school was replaced

by a larger brick school in 1908. A pupil's education was furthered in the old Quaker meeting hall north of the corners for years until the continuation school was erected in 1927. At the continuation school, forms one, two and three of high school were taught. In 1964 the new educational program saw pupils being taken to St. Thomas by bus to attend secondary school. The old continuation school is now used as a community hall.

On the north side of Main Street in the upper storey of one of his commercial buildings, John A. Eakins allowed the local Masons to establish their lodge and temple. The nearest Masonic temple was located at Port Stanley. The seed of interest was planted in the minds of the local men by the father of John A. Eakins, Captain John Eakins, but unfortunately he died before the Sparta Lodge came into being. A group of interested Masons got together and sent a dispensation dated June 20, 1865, to the Grand Lodge and on July 13, 1865, the group received their warrant. The first Worshipful Master to be installed was William Henry Mandeville, his Senior Warden being Brother George Brown and the Junior Warden being Brother B. Moore. The remaining officers were Francis H. Henderson, William T. Edge, Robert Stratton, Asa Wood, Henry Kirkland, John A. Eakins, and Stephen B. Mills. Remember Sparta was near the peak of its growth at this time, but as time went on and the railroads took away the people from the villages, Sparta declined. The Masonic lodge's membership faded to sixteen. Sparta Lodge No. 176 closed its doors in 1889 and the members transferred to St. Mark's Lodge in Port Stanley and Malahide Lodge in Aylmer. The warrant was surrendered to Grand Lodge in June 1896.

Miscellany

In 1872 Abner Chase built an unusual house. It was constructed of layers of glacial pebbles cemented together in a chevron pattern. It is now known as the "Cobblestone House." Abner Chase and his wife Lydia came from the Erie Canal district of New York State, where there are many houses of this construction. This house is located north of Sparta on Lot 22 on Elgin County Road 36. It was later owned by Sharon Mills Powers before being sold. Before the death of Abner Chase, the farm was taken over by his son Isaac. Abner Chase died in 1882 at ninety-seven years of age. He outlived his wife Lydia by thirteen years. They were pious Quakers and became noted for having the first barn raising without alcoholic drinks of any kind.

Nestled in the folds of the Fruit Ridge on Lot 21 on the west side of Elgin Road No. 36 you will see a two-storey stone house that is now the home of S. C. McLorn and his wife. They have done a lot of restoration on the old Quaker homestead. Originally it was erected by John Moore, son of Samuel Moore, in 1824. Samuel Moore died in 1822 at the age of eighty years. He came from Annapolis in 1796 and settled in the Norwich district. When he died his son John sought another Quaker settlement and so chose the Sparta area. John Moore took an active part in the 1837 Rebellion, and was jailed and sentenced to death, but was saved by the intercession of an English Quakeress whom he had doctored for cancer. John Moore had three sons and four daughters. One of the sons, John R. Moore, carried on the farm. His father's brother Elias settled near Union. John R. Moore had nine children: Daniel, Joseph, James, Isaac, who took up land south of Sparta, Mahlon, John Lindley, Henry, Anne and Rachel.

Notes

1. The American branch of Quakers was founded by George Fox and Elias Hicks. The Foxites, founded by George Fox, who was their first preacher, are called the Orthodox Quakers and are successors of the founders of the denomination; in other words, they hold the true doctrine of the people called "Friends." The Hicksites, who were founded by Elias Hicks of Long Island, New York, split from the main body. The Quakers of both branches have no hired pastor and think it is wrong to educate a person for that office. The characteristic traits of these peace-loving people are the same in England, Canada and the United States: frugality, simplicity, strictness of morals, care for the poor of their society, and an abhorrence of oppression in any form.

SPRINGFIELD
(Clunas, Burns' Creek)

The history of Springfield is a reflection of other small communities in the district. It was pioneered in the early part of the nineteenth century by men and women eager to clear the land and establish homes. The community grew and experienced the boom brought about chiefly by the expansion of the railroads. Little did people think that this too would be subject to change and that the businesses, once thought to be permanent and enduring, would fall by the wayside.

This crossroad settlement was first known as Clunas after Captain Archibald Clunas became the first postmaster. The post office was located north of the corners in 1854. The name Clunas was carried on until 1855, when the corner settlement became known by its present name. The village received the name Springfield because of the abundance of springs in the field. The centre was at one time known as Burns' Creek. Joel Burns decided to settle on the site of the main drain-off of the ridge to the north; the fields were then covered by a sparse forest and had many streams threading their way to the Malahide lowlands in and about the site of the present police college at Aylmer. The eastern branch of Catfish Creek coursed its way from between the ridges of Mt. Vernon and Lyons and went westward until it fell down across the landscape to the south. The Burns farm was taken over by Moses Yoder and his son Joshua after the death of Joel Burns. Mrs. Burns, before selling out to Moses Yoder, donated a portion of her land for the erection of a school. Joshua Yoder died in 1891; he was only thirty years of age. One daughter of Moses Yoder married M. H. McCausland; she also died the same year as her brother. The other daughter became Mrs. Jehill Mann. It was at her suggestion that the area was named Springfield. Eliza Yoder outlived her husband Moses by five years and died in 1885.

My interview with William Charlton about the early days of Springfield took place during the war years when I was on leave in 1943. It was a beautiful day and I spent the afternoon with him on his spacious verandah. The first hotel, a small frame house, was erected for Richard Burgess by Hugh Mustard on the northwest corner opposite the site of the present St. John's United Church. The first store was built on the land of Daniel McLachlan; the site was later occupied by the Royal Alfred Hotel, which was destroyed by fire. The site later was occupied by two brick houses erected by Ernest Bryce. The McLachlan lot extended west to about where the United Church drive-shed once stood. The north fifty acres were purchased from the McLachlans by Reverend Charles Pettys, a retired minister. Reverend Pettys's farm was situated across the road from the Yoder farm and this fine Christian gentleman, commonly known as "Father" Pettys, donated a generous piece of land on the corner of his farm for the church that was erected in 1854. The site was laid out into village lots in 1857 but growth was slow until the Canada Southern Railroad was completed and Springfield was selected as a station site. Then the village went through a boom period. This is when James Garrett came into the picture. When Reverend Pettys died, a land speculator and banker by the name of James Garrett of Aylmer, acting on the news that the Canada Southern Railroad was going to place its tracks in the Springfield area, purchased the farm and had it surveyed into village lots and even named some of the streets and advertised that he had lots for sale. He made a fortune on this deal. James Garrett, one of the sons of Judson

H. Garrett, was always on the look-out to increase his earthly possessions. He owned a lot of property, including a large farm south of Aylmer. (The land is now partially owned by Leo Cloes. It was originally owned by James Smith.) Judson H. Garrett, James's father, was a prominent farmer who lived west of Luton and it was on this farm that James Garrett was born in 1837. As a young man, he was overly ambitious to accumulate wealth. This drive led him to an early grave at forty years of age. His wife Mary E. outlived him by forty years.

P. CHARLTON TELLS OF EARLY DAYS IN SPRINGFIELD AND VICINITY

Well-Known Man Originated Springfield Agricultural Society and Has Been a Successful Farmer—Remembers Rebellion of '37 and of How Tories Arrested His Old Schoolmaster, an Inoffensive Scotchman.

"I was only three years old when my folks moved up from Frontenac County into the Mapleton district," said old Mr. Charlton of Springfield. "I was born sixteen miles north of Kingston, in Portland township, though, of course, I do not recollect anything of the life there. But the trip up, in those days of pioneer travelling, was enough to impress itself upon the mind of any youngster. There were three families in three covered wagons and the move-up meant eleven days of solid picnic to children.

"But a picnic in 1834 was no lemonade and peanut affair like the modern kind. Candy even was barely known and the few "bull's eyes" which father and the other grown-ups stopped and purchased at the groceries on the way were the first milestones of my life.

When the Dominie Was Taken Prisoner.

"As I said, we settled at Mapleton. Father bought land in Yarmouth, just over the townline from South Dorchester and that was my home till I grew up. Solid woods when we went in—a clear strip of sky only where the road was chopped through. We boys had a two mile hunt for the cows through the forest every night. Yes, I went to school at Mapleton; it was down on the creek flats, this side.

"The one thing that forever fastened itself on my mind in connection with that school was the time the Tories came and took our old schoolmaster prisoner. It was in the time of the '37 rebellion, and somebody must have protested against the master, though he was an inoffensive enough old Scotchman who wouldn't have hurt a flea. The arrest upset the school terribly. I was pretty scared. Being only seven, I "skedoodled". I can tell you I was not long getting home.

"Yes, I remember quite a bit about the rebellion. The Tories went up and down the roads, calling on the houses of "suspects" and demanding the guns of the rebels, often destroying personal property ruthlessly. In those days every man over twenty-one was expected to go out to Talbot street for military training every fourth of June. Father went and took his gun, and old Captain Marlatt asked him if he wasn't afraid it would be taken from him. But father was a big strong man, and I guess they fully understood it couldn't be done without too much trouble, for the attempt was never made.

"To go back to the schooling, it wasn't much in those days. All we had was the Testament, an English reader and Cobb's spelling book. And we weren't allowed the use of pencil and paper, no, nor of a slate even, until we had conquered the entire bunch of multiplication tables."

Pioneer Vocational Training

"Schooling indeed," thought I, "That was some training in memory and precision, anyway, if the method was drastic." Perhaps Mr. Charlton and the children of his day received more at the old log schools than they thought. Mr. Charlton, at any rate, was satisfied.

"I've sometimes thought," he remarked, "that the people who have the least book education get along the best. Though I don't say it would not be inconvenient to be unable to write one's own name or read."

Which, after all, was but voicing some of the recent unrest in favor of technical and vocational training. The boys in Mr. Charlton's day never lacked vocational training. Their vocation was clearing and settling farms, and they knew it to be. From the time they were large enough to pick chips after their father's axe, their vocational training was proceeding.

By the time Peter Charlton had reached his twenties he was fully able to go out and manage for himself.

"So we married and bought down here in Dorchester," he went on, "A mile out north of Springfield here. We have the land in the family yet and intend to keep it. There's no better land anywhere than right here and in South Dorchester. Even uncleared, as I bought it, I had to pay two thousand dollars, or ten dollars an acre. Later, I took on another hundred, and finally I came to have two hundred and seventy-five acres. The buildings I had to put on myself, and a good number of thousand dollars that land is worth now.

"You could tell what sort of land it was when you first saw it by the timber—maples two or three feet through, and so on. For the first ten or twelve years we were here we got no small portion of our living out of these same maples, sugar and vinegar. We could make four or five hundred pounds of sugar every year and divide it around in the family. It came in handy, I can assure you."

"There wasn't many pines hereabouts, were there?" someone asked.

"There were pines, all right.." returned the old gentleman," for I well remember paying a good five hundred dollars getting pine stumps pulled out of my land. The trees I never saw. The lumbermen from the ports had bought them off the men who held the land before me."

A Patriotic Avenue.

"Otherwise I had to do the clearing myself. Labor was as hard to get in those days as now—or rather, it was impossible to get any money to pay the men with. We moved in

MR. PETER CHARLTON.

in March. The first year I chopped ten acres and got it into wheat. The next summer I cleared twelve acres. It lacked just three days of three years from the time I went on till I had sixty acres chopped, cleared and ready for cultivation. That was making pretty good time, but I had good luck and not much sickness.

"Once I had a run of bad luck. I was up as high as this ceiling, in the top of a brush heap, trimming away. (You know we would fell the timber in from all directions for two rods square and the tops would lie together in a great mass), when my axe caught in a limb overhead and came down on my feet, in the instep. Had to get a doctor and have an artery tied. I was laid up six weeks that time and couldn't do a thing."

Like a good many other people, Mr. Charlton no sooner got through with clearing than he found he wanted trees. He didn't want them on his working acres, but he did want them to grace his land along the front.

"So," he told me," we used to go down into Dereham and get young maples by the wagon-load and set them out. I had land then on both sides of the road. After a time Stokes seemed to take onto the idea too, and he went at it and put in a lot along his."

This accounts for the beautiful mile-and-a-half long avenue northeast of Springfield, which travelers seek out for a refreshing bit of drive on a hot day, and pleasure seekers for an hour of recreation on a sweet summer's evening. That avenue was a fine bit of pioneer patriotism.

When Charlton first moved to Springfield, he purchased the house of Dr. Mills. He recalled that the business section of the village consisted of:

Anderson, F. C.	Veterinary
Babcock, Seth	Butcher
Black, Fergus	Medical doctor
Black, M. M.	Insurance agent
Bryce, E.	Planing mill
Chambers, Hugh	Department store
Chambers, Edward	Druggist and postmaster
Clark, J. H.	Tobacco store
Clunas, M. H.	Barber
Cornwell, John	Ice cream parlour
Egen, Robert	Royal Alfred Hotel
Lindsay, Irwin	Echo Printing House
Gadsby, F. N.	Blacksmith
	He was a past master of the Masonic Lodge in Springfield.
Henry, D. W.	General store
Harris, G. M.	Grist mill
Herrick, Charles	Hotel operator
Kilpatrick, W. J.	Grocer
Lamb, Samuel	Grocer
McCulloch, P.	Harness shop
McLachlan, J. R.	Trader's Bank of Commerce
McRae, Duncan	Grocer; also the undertaker
Miller, George	Grain
Oliver, Albert	Shoe store
Sanders, Edward C.	Barrister; later in St. Thomas
Schooley, H. C.	Druggist
Shaw, R. D.	Medical doctor
Spring, D. J.	Carriage and wagonmaker
Vincent, Edward	Blacksmith
Wilson, A. E.	Livery
Yoder, John	Honey
	He was the son of Joshua Yoder, who in the 1870s was a cabinetmaker and farmer and also the municipal clerk until 1883. Joshua died in 1891. I should add that John Yoder married Anna Connors. He died in 1907.

Population: 750

Charlton recalled that Springfield at one time had five hotels. Two were located at the west end, one on the site of the Baptist Church, one across from the United Church, and another north of the Canada Southern Railway station. The Canada Southern Hotel was operated by Samuel Herrick and by his son Charles after his death in 1904. When the Springfield Hotel, which was under the proprietorship of William Lewis, was destroyed by fire in 1916, Lewis purchased the Canada Southern Hotel from Charles Herrick. James Lambert was also the proprietor at one time in the past. Ernest Cottingham operated the hotel that once stood on the site of the Baptist Church. The first hotel to be built when the corners were known as Clunas was the one across from the United Church, on the northwest corner. It was erected by Richard Burgess and was destroyed by fire some seven years before his death in 1877. The site was then purchased by John Cook who erected a two-storey building on the site and also rented out space to serve as a drugstore, jewellery shop and dry goods establishment. According to Charlton, the Masons of Springfield had their lodge on the se-

cond floor of the Cook Building and that Springfield Lodge No. 259 G.R.C. was instituted there on the 13th of July, 1871. The Cook Block was destroyed in a fire set by an arsonist in 1874. The Masons then purchased the Presbyterian Church and converted it into a Masonic temple. Thomas Frightenor of Springfield (who married a Mrs. Margaret Barrie in 1886), purchased the hotel that stood on the site of the future Glen-Rite Hotel that was operated by Glenn Annett. Frightenor purchased it from George Summers and operated it for two years and then sold out and moved to South Dakota. He and his wife after a number of years returned to Springfield. I should add here that after the burning of Burgess's hotel, William A. Graves had a large frame store built on the site. The post office was established in the store with Graves as postmaster. For years it was known as the post office store until 1885 when it was transferred to the drugstore and E. Chandler became the postmaster. William Graves died in 1878 and the business was carried on by his wife. The Cook Block was next door. After Chandler's death, his daughter Florence became postmistress and held the post until her retirement in 1921. Roy Clunas (grandson of Captain Archibald Clunas, who died in 1863) became the postmaster until 1932; he was a veteran of the First World War. Another war veteran by the name of K. H. Moore was the next postmaster until 1946 and then the postmastership was taken over by a veteran of the Second World War, Edward Rule. The early mail pickup was done by George Bates on horseback. He served Aylmer to Dorchester Station via Springfield. At Corinth Sylvester Cook did likewise for Corinth from Richmond. Mail carriers were a special breed of men, willing to be out in all weather to look after the mail.

Springfield's business section in 1865 consisted of:

Alfred, K. H.	Medical doctor *He settled in Springfield until it was safe to go back to the southern part of the United States. He had been a medical doctor in the Confederate Army during the Civil War.*
Armstrong, Thomas	Tailor
Dickhout, Richard	General store
Fanning, E. and W.	Furniture makers
Burgess, S. H.	Blacksmith
Cronk, A.	Shingle and grist mill *His mills were actually located south of the corners at Glen Colin.*
Fleckenstine, George	Wagonmaker
Foy, John	Shoemaker
Graves, W. A.	General store and postmaster
Hutton, John	Blacksmith
Ingles, John	Wheelwright
Johnson, Joseph	Blacksmith
Kinsey, David	Carpenter
McEwan, Lyman	General merchant

McEwan had a large farm on Lot 15, Concession 8 of Malahide Township. He also operated the Red Oak Mill, an oatmeal mill that he and his partner, Mr. Smith, erected in Springfield in 1875. After a time he bought his partner out and operated the mill until May 1, 1878. Then he sold the mill to George L. Oill and W. C. Reid. Both gentlemen then had the mill dismantled and moved to St. Thomas on July 30, 1878. All went well until June 17, 1879, when W. C. Reid took a sudden departure for the United States with $6,000 including $800 of his partner's money. George L. Oill was mayor of St. Thomas in 1893-94.

McIntosh, James	General store *He also operated a sawmill on Lot 19, Concession 9 just south of the village.*

McLeod, James	Hotel
Palmer, Gilbert	Shoemaker
Platt, John	Shoemaker
Roseburgh, William	Tinsmith

Springfield in 1872 had two large mills. One was the steam sawmill of McIntyre and Summers. It had the capacity to cut a half million feet of lumber annually. It employed fourteen hands. The other mill was the grist and flour mill of John McCall. Its daily output was 150 bushels. He also had a shingle mill, and employed four to five hands. There were two churches in the village, the Wesleyan Methodist and the Methodist Episcopal, the latter being under the charge of Reverend H. Dockham.

Armstrong, Thomas	Tailor
Bannerman, S. M.	General store
Burgess, Stephen	Blacksmith
Bell, John	Wagon shop
Day, Frederick	Blacksmith
Dennis, James	Cooper
Dockham, O. A.	Watchmaker and jeweller
Fanning, Edward	Carpenter
Foy, John	Shoemaker
Fleckenstine, George	Wagonmaker
Graves, W. A.	General merchant and postmaster
Herrick, Samuel	Canada Southern Hotel
Lewis, William	Springfield Hotel
	He and John Dynes were instrumental in clearing the village site.
Logan, Joseph	Shoemaker
Long, L.	Carpenter
Lyon, W. M.	Druggist
McEwen, Lyman & McKenzie, David	General merchants
McEwen, Jeremiah	Carpenter
McIntosh, James	General store
McIntosh, William	Sawmill
Marlow, Charles	Carpenter
Mills, J. B.	Medical doctor
	He moved to Dutton and remained there until 1885, then sold his practice to Dr. D. A. Leitch. William Charlton informed me that he was a great lover of horses, and that he died from gangrene in his foot.
Rutherford, Samuel	Grocer, wine and liquor merchant
Samprey, G. E.	Tin, copper and sheet iron wares
Soper, Joshua	Cabinetmaker
Soper, Levi and Albert	Blacksmiths
Smale, James	Shoemaker
Tucker, Titus	Tailor
Waite, D.	Carpenter
Waite, H.	Painter
Yoder, Joshua	Cabinetmaker

In 1878 Springfield became incorporated as a village with the first municipal council meeting being held in the hotel of John Dynes on January 21, 1878. Dr. J. B. Mills was the first reeve, a post he held for five years. He was elected again to that office in 1888. He later became warden of Elgin County. The first members of council were David Kinsey, Joshua Soper, David McKenzie and W. E. Roche.

In 1873 the Blake brothers built a flour mill near the home of C. W. Charlton; the work was done by A. Allen. Edward Blake sold the mill to John Barclay in 1897, who was in operation until he sold out to G. M. Harris and G.M. Gardner. The latter sold his half to Harris later. After George Harris's death, the mill was carried on by the sons until it was lost through fire on February 13, 1903. In 1873 J. M. Staley erected a warehouse in Springfield and it too fell prey to fire in 1889. It was rebuilt. In 1874 Robert, Hugh and John Nichol erected a flax mill that was in operation until 1878, when they sold out and the mill was moved to Belmont and operated by G. McKellor and D. F. McKellor, with R. Jelly as manager. The Springfield Cheese Company was incorporated in 1875 and the factory was built in 1876. In 1914 it was purchased by the Carnation Company, which switched the operation to their plant located south of the tracks. Carnation remained a Springfield industry until 1934 when it was moved to Aylmer and the building was closed. The old cheese factory building north of the corners was used for a few years as a broom factory. About 1970 the Central Pipeline Gas Company converted it into a gas purification plant and for pipe storage. The company is now no longer in existence. In 1903 scouts from the Montreal Oil Company erected three oil-drilling rigs in the area and started an oil boom. This prompted the officials of the Trader's Bank of Commerce and the Sovereign Bank of Canada to open branches in Springfield and there were hopes of having an oil well supply factory established there, but these plans fell through eventually.

WARES FOR SALE—*The main shopping section of Springfield offered many diversified products for the pleasure of shoppers. The signs in front of H. Chambers Emporium list stoves and tinware, furniture, coal, coal oil and salt as some of the items available. Left to right are: Herbert McTaggart, George Muller, Mr. and Mrs. H. Chambers and their sons Gordon and Willie.*

The worst fire to hit Springfield occurred on May 29, 1902, and destroyed nearly every business along the north side of the street, as well as the church tower of St. John's United Church, which was filled with birds' nests and caught fire from the sparks carried across the road by the wind. After the fire nothing remained of the church but the blackened walls. The bell within the steeple was broken beyond repair. The records show that the final payment on the mortgage against the church had been made seven years before the fire. The fire started in the stable at the rear of Atkins's butcher shop and took with it the home of

B. Surlo, the hardware store of D. W. Henry and the general store that he also operated. Then the sparks set fire to the church across the road. D. T. Eck's home was saved by the bucket brigade; it was located next to the church. Eck was a harnessmaker and had his business in Springfield for fifteen years. He was also agent for the McLaughlin buggy. He first opened his business in 1886. In 1926 a fire took down the furniture store of D. Gillies together with a drugstore.

The village business section in 1980 was as follows:

Bearss, Glenn	Motorcycles
Bil-Mar	Furniture
Chalet Ceramics	
Craik Building Supplies	
Esso Service Station	
Firby Variety	
Glen-Rite Hotel	
Otter Dorchester Insurance Company	
Royal Bank	
Sanyo Hudson Appliances	
Springfield Feed Supplies	
Springfield General Store	
Top-Notch Feed Elevators	
Van Gurp's Machine Shop	
Village Emporium	

There were two churches, St. John's United Church and the Baptist Church. The Springfield municipal hall, fire hall and library were located in the same building that was erected in 1950.

The first religious services were held in the log school that was erected on land donated by Joel Burns in 1837. This was located north of the corners near the cemetery. In the early days this district was part of the Methodist Episcopal circuit, which consisted of thirteen churches extending from Lake Erie to South Dorchester. One minister was in charge of various churches. In 1853 a new school was erected east of the corners and a church became a necessity. A small, white frame ediface with a square tower was erected on land donated by Reverend Pettys. Its most outstanding feature was the steeple covered with sheet metal. The dedication service was held in 1854. The early ministers were Reverend Short, Reverend O. A. Dockham, Reverend Yokum, Reverend Draper, Reverend J. T. Davis, Reverend Batram and Reverend J. N. Elliott. On July 1, 1878, the cornerstone for a new church was laid east of the first church; it was dedicated by Reverend W. D. Hughson. In the meantime a flourishing congregation of Canadian Methodists had been worshipping in a church on East Street. When the several Methodist bodies were united in 1884, the two congregations used the larger church. In 1902 fire destroyed the church, but it was rebuilt. William Kilpatrick, a member of the Methodist Church, was born in 1833 in the Richmond Barracks, Dublin, Ireland, where the 63rd Regiment, a New Manchester regiment, was stationed. His father was sent with his regiment to the Crimea. When William came of age, he joined the regiment with his father in the Crimean theatre of war. He received two Turkish medals and two British medals for his part in the campaigns in Sebastopol, Inkerman, and India in 1856-58. After this he was discharged. He later joined the King's Own 8th Regiment and was in Gibraltar from 1860 to 1862. Then he was sent to Malta. The garrison on the Rock was held by the Canadian 100th Regiment, the 7th Regiment of Fusileers, and the King's Own Regiment. After this military service, he came to Canada and settled in Springfield in 1872. He became an active member of the Methodist Church and its choir. After he became completely deaf, he continued to sing in the choir until his demise.

Another union was brought about when Chalmers' Presbyterian Church, which was organized in 1875, entered the union and moved the pastorate of Reverend Waldermar Williams. The church was named St. John's United Church. The first minister was Reverend J. N. Elliott in 1879. An old lady recalled the interior of the church as follows. A door on each side of the small hall led into the body of the church, and just inside were the stoves with seats on three sides of them. Two narrow aisles led to the altar. The pulpit was made of three wooden pedestals painted to represent marble and joined by a metal bar. The top was covered with a red cloth which had a large tassel at each corner. On each side of the altar were three seats facing the minister. They were used by the officials and for the primary classes of the Sunday school. The choir chancel was a large box-like affair at the opposite end of the church facing the minister. It had seats on three sides for the singers while the tiny organ occupied the fourth side. The collection was gathered in cloth sacks with tassels at the bottom. These sacks were fastened to long poles so the ushers could reach the worshippers in the far end of the pews without leaving the aisles.

The first Baptist Church in the area was built three miles to the east of the village about 1886. It was known as the "Little Baptist Mission." It was here that many came forward and accepted Jesus Christ as their Saviour under the guidance of Reverend Benagian Brown and his nephew, Briton Brown, an enterprising young farmer. Briton Brown later made arrangements with the Springfield Fair Board for the use of the Horticultural Hall where he began holding regular services every Sunday afternoon. The services began in November of 1886. On March 8th, 1887, at a special meeting with many representatives from Baptist churches in the district, the congregation of twenty members was officially recognized as the regular Baptist Church of Springfield. In 1893 the Baptists erected their own church since the Horticultural Hall was not suited for devotional services. Reverend George Mason preached the dedication sermon and the congregation of twenty-seven settled down in their new church. On July 12, 1895, George Briton Brown became an ordained minister and took charge of the little church. From then the congregation grew.

Up to this date, Springfield or Clunas has had five schools. The first school was erected north of the corners in 1837 and the first teacher was Mrs. Cameron, daughter of Captain Whaley. The second school was built of frame in 1855 on the farm of George Udell on the twelfth concession of South Dorchester Township. Some of its teachers were J. B. Lucas and Miss T. Scott. The third school was erected in 1872. It was a two-storey, white brick building with a large bell tower in the centre of the roof, and was used until 1922. G. T. Burdick was the first teacher in the third school, which was erected by George Craik. Tyler Leeson became the first chairman of the school board. The fourth school was built a little south of the third school in 1922. This was a large two-storey, red brick building that served the area until 1976, when it was torn down and a modern school was erected. The years of the Second World War saw an increase in school attendance because of the air force personnel stationed at the Aylmer air station. When the Second World War broke out, the British Commonwealth Air Training Plan called for nineteen air training schools. One of the locations to be chosen was the Aylmer site and so No. 14 Service Flying Training School was born just southwest of the village of Springfield in 1941. The school was started in the latter part of 1940 and the Royal Canadian Air Force moved in and took over in 1941 and operated the school for four years. At the end of hostilities No. 14 was moved to Kingston. Aircraft Holding Unit No. 103 was part of the Aylmer station from September 22 to November 15, 1944. The R.C.A.F. finally vacated the Aylmer station in 1961. Then the provincial government took over and established the Ontario Police College.

In the little cemetery north of the corners are the remains of Isaac Willis and his wife Flora McLachlan. The spot is marked by a plaque on which is inscribed: "In honour of the first white settlers in South Dorchester Isaac Willis 1798-1862 and Flora McLachlan 1803-1872,

who settled here in 1823. Erected by the descendants of their eldest son, Robert Barwick Willis, 1822-1907.'' The first settlers of South Dorchester were Isaac Willis and his brother-in-law Archibald McLachlan. They settled on two farms on the townline between South Dorchester and Malahide townships, where the village of Springfield now stands. Both men were quite young when they brought their families from New York State to settle in Canada in 1823. This area was then dense woods filled with wild animals. Robert Willis was the eldest son of Isaac. One night when he was ten years of age, he was returning from a neighbour's. About a mile from his home, he heard the cry of a wolf behind him. Soon it was answered by another wolf from another direction. One by one, a small pack collected and came up to him. He did not run as he no doubt felt inclined to do, but kept whistling and shouting. He could hear the leaves rattling as the wolves trotted along under the trees at the side of the path, but his apparent fearlessness kept them away, and as he came near the clearing in which stood his log cabin, they slipped away into the dense dark forest. On another night when Isaac Willis was walking through the woods towards home, a pack of wolves followed him as far as the fence that marked his clearing. They did not attack him, but after he entered the farmhouse they flew at each other and fought fiercely. He remarked that they called each other cowards and were fighting because of the insult.

Towns and villages were few and far between and the settlers were compelled to go twelve miles to Dereham Forge (Tillsonburg) for supplies. When the larder was almost empty, the father put the oxen in the yoke, hitched them up to a home-made sleigh on which he loaded bags of wheat, and started out early in the morning. In the summer months a wagon was used. When the grinding was done, the sleigh or wagon was reloaded with flour after the miller had taken his ''toll'' for the grinding, which usually amounted to one-twelfth. If the road was icy, all travelling was done on foot as the oxen were not shod. Then Isaac Willis would walk to the nearest mill with a seventy-five-pound sack on each shoulder. On one occasion the miller decided not to take his toll, as the journey had been so difficult, but Willis said, ''Take the toll, the load will be that much lighter for going home.'' Before there was a mill at Dereham Forge, the nearest mill was near Port Rowan, thirty miles away. In some cases two men would hitch two teams of oxen to a sleigh and on it load the wheat and several bundles of hay, each large enough for one day's feeding of the oxen. The sleighs were made of wood with shoes of maple. Because of this extra shoe, they were called ''wood-shod sleighs.'' Along the road about a day's journey there were huts and sheds. When night fell, they stopped at these shelters to rest their oxen and to refresh themselves. In the morning they resumed their journey, leaving a bundle of hay for the return journey. The grinding was a slow process and if many brought in their loads, they were compelled to wait. This prolonged the journey two or three days. Generally it took a week to go and come. One man grew tired of waiting for his grist and declared that he could eat the flour as fast as the mill could grind it. Some person asked him how long he could keep it up, to which he replied that he could keep it up until he starved. Venison was almost the only meat available and the pioneers shot many deer. Willis shot eighty to one hundred every year. They roasted, dried and boiled the meat. When the settlers got tired of venison they would journey fifteen miles and catch fish at Port Bruce. (The above account was taken from the *Weekly Sun* or the *Aylmer Sun*.)

When Robert Barwick Willis reached manhood he decided to have a farm of his own and went deeper into the wilderness and purchased some uncleared land east of the present site of Lyons. Robert Willis was born in Darlen, New York State, in 1821 and came with his parents when they took up land at Springfield in 1823. He married Mary Staley in 1846 and lived on the farm near Lyons until 1866 and then he and his wife moved to the eighth concession in Malahide, where John M. Staley, father of Mrs. Willis, had a shingle mill. He stayed here for two years and then moved to Norfolk for a number of years before moving back to Malahide Township. He died on February 24, 1907. He helped build the Union Chapel north of Springfield and in Walsingham he assisted in the building of the Free Chapel.

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SPRINGWATER

(White's Pond, White's Mill, Ganson's)

Springwater is located on Bradley Creek south of Orwell on the townline of Yarmouth and Malahide townships. It has, over the years, been known by several names. At one time it was considered to be an extension of Orwell, but somehow time changes the plans of men. These changes were brought about by the advent of the railroads and the automobile.

Little is known about E. S. Ganson except that he was here before the coming of Ira White and his family. He erected a crude undershot flutter-wheel sawmill with a vertical saw blade on Bradley Creek. With such a sawmill he could only produce rough lumber.

The White family of Springwater became well-known and respected by all who dealt with them. Their story began in 1620 when William White and his wife Susanna (Fuller), along with their soon-to-be-born son Peregrine, landed at Plymouth after crossing the Atlantic in the *Mayflower*. Ira White, descendant of William White, was born on January 21, 1796, in Scipio, Orin County, New York, the son of Ebenezer White and his wife Susanna (Franklin). When he was sixteen years of age, Ira joined the American army and served for three and a half years, taking an active part in the War of 1812. His mother had died in giving him birth and his father Ebenezer died two years after Ira joined the army. He returned from the war with $70 in his pocket and made his home with his uncle. He then engaged with a neighbour to chop cordwood at $8.00 a month. During this time, he became the proud owner of a fine pair of boots, and secured them by paying $10 worth of cordwood. His output was four cords a day. He then became a millwright and assisted in building most of the mills of that day in his native state. His wages were $1 a day and board. In 1819 he, with four others, came to Canada and erected the first grist mill at Galt, one at Preston and another in the township of Woolwich. From there, he went to Markham and built the first mill at Stouffville. Here he married Elizabeth Reesor on February 25, 1824. By this union he had one son, Albert. Other mills he erected were at Cedar Grove, Pamona Mills, the 10th concession of Markham (long known as White's Mill), and Unionville. He installed the machinery in the German Mills at Pamona. Ira White also erected the mill at Galt for Absolom Shade, an early pioneer merchant and mill operator of Old Number Nine (Tyrconnell) in Dunwich Township. The following is an excerpt from the *London Free Press* of June 1, 1935, by A. E. Byerly.

On July 28, 1869, an old gentleman stepped into a barber shop at Galt, then operated by a Mr. Brimer, and requested to be shaved. Getting seated, the man wanted to know if it was a grist mill he heard operating in the distance. When he was told it was Stevart's [sic] Mill, he then asked if a man named Shade lived in town. To this the barber said that Mr. Shade had been dead for a number of years. To which the old man said, "Fifty-two years ago last spring I, along with others, was hired in Rochester, New York, by a person by the name of Shade to proceed twenty-five miles into the wilderness beyond the headwaters of Lake Ontario to build a grist mill. We took everything with us to fit up the mill, the stones, irons, etc., conveying them by water as far as we could, and from

the beach, where Hamilton now stands, we employed oxen for the remainder of our journey. Five miles this side of Hamilton, we passed through a small village and when we got beyond this we had a pretty tough time of it. The road had only been 'slashed.' Trees and bush were lying just where they were felled, while the mud was deep enough in places, particularly through Beverly Swamp, to almost cover both oxen and wagon. But, finally, we reached our destination and went to work to build the mill that you hear now.

"A sawmill had been built previous to this on the creek on which we intended to commence work, a short distance further up, and by it was cut all the lumber we needed. We were not long in erecting the mill. Mr. Shade, at the time, lived in a log house near the mouth of the creek, a road running between his house and the river, and was building an addition to it for a grocery." [Shade did the same thing in Tyrconnell.]

Ira White became interested in politics and for fifty years was a magistrate and a prominent deacon of his faith. He lost his first wife on July 12, 1852. On July 8, 1853, Ira White married Jane Locup at Niagara, New York, and by this union had three sons, Truman, Benjamin, Anthony, and one daughter who became Mrs. Crosby. Anthony was killed in a mill accident after the death of his mother. Ira died at Springwater (some say Orwell) on August 5, 1887, at the age of ninety-two years and was buried at Unionville. Albert White, eldest son of Ira White, was born at Markham, Ontario, in 1837. He came to Orwell with his parents. Here he married Phoebe Davis on the 24th of May, 1859. By this union, they had nine children: Edward, Charles, Gordon, William, Franklin, Albert, May, Frederick, and Herbert. Albert and his father purchased land in 1860 and erected a sawmill. Albert later took over the mill property and within a few years purchased additional tracts of land. This brought the holding up to 1000 acres of timbered land. Much of this land was purchased from Charles Laurence. The original mill was powered by an immense overshot waterwheel, sixteen to eighteen feet in diameter, that took its water off a flume that measured two hundred feet long and twenty-four feet deep. The mill was built in 1867 or 1868 by a small army of workmen using shovels and wheelbarrows. When I interviewed Edward Reesor White before World War II, he recalled that in the 1880s the streams and ponds began to fail and so did the mills' output. Both the sawmill and grist mill were powered by a waterwheel and to conserve the water supply, the grist mill was dismantled and moved downstream in the year 1884. In 1888 the spring thaw brought floods and the dam was breached. Heavy rains caused extra strain on the sawmill dam and it gave way, letting one half million board feet of logs and twenty thousand board feet of lumber go downstream, destroying the lower dam. The dams were rebuilt in the fall of 1888. The old waterwheel, which used less water, was abandoned because of maintenance costs and was replaced by a water turbine. The latter used a great amount of water but was trouble free. When the old mill was relocated, it was fitted with roller machinery. A concrete dam was built in front of the old dam in 1912.

Edward White, who was born in 1865, decided to enter the banking business in Woodstock, but when the mill was moved, he returned home and became a miller. The second grist mill at Springwater was erected on the upper pond and for years this mill turned out fine quality oatmeal until the mill was destroyed by fire in the 1920s. Fred White replaced it with a concrete block mill that was used for twenty-five years. Like all mills, it shook itself into a dangerous condition and fell into disuse. Two years after Fred White's death in 1962, the building was dismantled, ending another local industry. It was Fred's wish that the bush be left in a natural condition and be converted into a park. It was acquired by the Catfish Creek Conservation Authority in 1962, which had taken an option on the Springwater property in 1959. When the old mill was torn down in 1964, the burrstones that were part of the foundation were removed and put aside for a future monument. These were the stones that Ira White brought with him.

Long before the roller mill operation came into being, grain was ground by burrstones. These stones were considered the best if they came from Scotland or France and were of unusual hardness. The standard size for a burrstone was from thirty to thirty-six inches in diameter and about nine to twelve inches in thickness. They came in segments and were cemented together and bound by iron bands. The upper stone was cut to a bevel with grooves spiralling from the centre to the outside, allowing the grain to travel to the outer rim and drop into the pan. The lower stationary stone was cut in a counter bevel and grooved like the sister stone. The grinding was controlled by wedging the lower stone; later jacks were used. The average clearance was from one-eighth to one-quarter of an inch. The upper stone was fitted with a metal spider or adapter so as to fit on the end of the drive or power spindle. When a miller could not get the Scotch or French stone, he was forced to use field stones, limestone and even sandstone. It was a wealthy miller who had two runs of stones. The Scotch and the French stones had to be dressed every three months while the average burrstone had to be dressed every ten days. This was usually a twelve-hour task. The end of the waterwheel was brought about by the invention of the water turbine, which gave very little trouble. The most popular turbine was the "Little Giant" because of its power capacity.

Edward Reesor, son of Albert White, was born at Springwater on June 5, 1865, and received some of his education at the old S.S. No. 17 school above the pond. He married Kate Rose Barber and gave to his bride a gift in the form of a lovely white brick house which he had built for her. The house could be seen just above the mill. By this happy union five children were born. They were Mary Irene, David Karl, Harriet Ursula, Clarence Albert and

Eleanor Kathleen. Mary Irene died while a child. David Karl became a miller and passed away in 1924. Harriet became Mrs. Lloyd Fleming Smith. Eleanor became Mrs. George Stamas, and Clarence Albert White became a farmer and a miller. Clarence Albert White was born at Springwater in 1905, married Leona Ruth Hill and had three sons: Kenneth, Robert and David. ''Al'' White, as he was known, took over the old mill that had been idle for twenty years, renovated it, and put it back into service in 1955. He converted the mill to operate on both the water turbine as well as on the diesel. For many years he operated the mill along with his sawmill; the latter is now operated by his son Robert. For a period of time Al was a farmer. He had about him the spark of ingenuity that I admire in a man. His father was an energetic man and was known as a man of his word.

Al White's mill, 1980.

Another White family success story centres about Glenn White, who in the latter part of the 1970s founded Glenn White Industries. Glenn is the son of Charles White and the grandson of Gordon H. White. He was born in Springwater, married Patricia Wells, and has two sons, Jason and Bryan.

The brothers Gord and Fred White were good friends of mine for many years. It was always a toss-up which of them was the most in love with the great outdoors. Neither had a love for material things, but they got through life respected and admired by all. Fred, being a bachelor, had more time to devote to the whims of Mother Nature. I first met him during the excavation of the Indian campsites in the area. After that I spent many an afternoon with him in the backwoods, as did many naturalists who later became wildlife writers. Fred was a quiet and friendly man who was most happy when he was with his favourite dog Freckles. He experimented with raising bass and trout and built ponds for that purpose. The remains of these can still be seen. One thing that bothered Fred was the drowning of a young girl in the pond. It seems that the girl, who became despondent, wandered to the pond and plunged feet first into its depths. The peculiar thing was that her feet stuck in the mud at the bottom while her beautiful hair floated to the surface. This is the sight that caught the eyes of Fred one day while he was boating on the upper part of the pond. The scene haunted him all his life. Some of his favourite pets were skunks and he had a pair that loved to play with Freckles. He also liked beavers and raised a colony of eighteen in the Butler pond and the old Caverly pond. I spent many an afternoon with T. A. Dimock observing their antics. Fred also tried to raise a nutria (coypu), a large aquatic rodent native to South America. On

one occasion when I asked how the creature was getting along, I was shown a stall in the cellar of the house. A hole in the kitchen door showed that the little rascal had gnawed his way to freedom. Fred had a great sense of humour and one time had a human skeleton rigged inside a cupboard in the last mill with a sign on the door warning against it being opened. Invariably people, smitten with curiosity, would open the cupboard to have the skeleton leap out at them. He informed me that the skeleton was dug up out of the sands at Port Bruce and put together by his brother, Dr. Herbert White. I once asked Fred why he remained single and he replied that he had looked after his mother until her death. On one occasion his ladylove visited him unexpectedly and found him washing his dog on the dining room table. That ended the romance. The Angel of Death called Gordon in 1960 and returned in 1962 to call Fred.

ST. THOMAS

Long, long ago on the site of this fair city there was an unbroken forest with sandy knolls to the south and swamps and bog lands to the north.[1] Let us go back to the period before the coming of man to this area. As we climb the steep slopes of the hill to the west, we encounter a large forest starting from the summit, eastward. We make our way through this forest until we get to a point at which we have to climb a slight wooded knoll, which is near Alma Street today. Looking to the north, we see bog land which is partially grown over with trees and underbrush. This is the area between Alma and St. Catharine streets. Following the knoll southward, we arrive at a slightly higher sandy knoll skirted by a large valley on the south side and a small ravine on the north side. This is Rosebery Place now. Following the sandy knoll westward, we come to a small ravine that runs north and south, the southern part of Elgin Street today. Looking southerly across a large valley, we see a wooded section perched on top of a much higher hill. This is the Wilson Avenue area. Heading northward, we cross a small ravine which is now Gladstone Avenue. We are now standing on the northern edge of the ravine looking to the west. Here we see another high ridge that drops away westward into a large valley. Another small ravine runs from it to the south and ends near what is now Wellington Street, just west of Elgin Street. There is a small swamp at the end of this ravine.

The first human visitors to this area were the Paleolithic Indians, who came here about 1525 according to the 1932 *Survey of the Aborigines of Canada*. Most of the evidence found in or near St. Thomas points to a primitive sort of Indian. A large mound was accidently discovered at the north end of New Street in the valley near the creek one rainy afternoon in 1935. After several months' work on the mound, I uncovered the following artifacts:

1,700 pieces of deer and wolf bones. The bones had been broken into splinters so as to remove the marrow.

400 pieces of pottery, some with crude designs on them.

A number of deer antlers.

Several arrowheads, mostly of crude manufacture. One was of beautiful workmanship, and I still have it in my collection.

A number of axe heads, mostly unfinished.

A stone pipe bowl, a bone knife, and several punches and needles.

The depth of this find was, on average, eighteen inches. The mound itself was twenty-five by eleven feet. Just north of the mound James Davis found a flint knife, which he presented to me.

Another find was made on a knoll just north of St. George Street. The area is now known as White's Woods. This was a mysterious find because of the position of the artifacts. The knoll had a foundation of clay with an average of five inches of top soil. Flint chips were found in the top soil on the west side of the knoll, but not in the sandy strata. In the sandy soil there were large rocks buried in a semi-circle. Two of the rocks had large grooves cut into their surfaces. The artifacts found on this knoll were a number of carved stones, flint chips, a couple of arrowheads, a small piece of pottery, and a hollowed-out stone which was used for grinding.

This peaceful and slumbering forest was again wakened, this time to the ring of an axe which heralded the coming of white man to this district. It is claimed that Captain Daniel Raplje was the first settler on this site. He arrived in 1810 and was accompanied by other settlers. Daniel Raplje was a militia man of the War of 1812. It was he who gave a part of his land over for the erection of St. Thomas Church in 1824. The brick walls of the church were made out of clay from the valley below. Raplje later made his land up into town lots and sold them, then moved to Yarmouth Heights, which was where he died in 1828. He settled on Lot 1 on the south side of Yarmouth Township. Here he built a log cabin on the flats just below his mill site. Later he moved and built a house on the southwest corner of Church and Talbot streets. The date of this latter move is unknown.

According to George Kerr, St. Thomas got its first post office in 1831, Bela Shaw being the postmaster at the time. Bela Shaw was one of the early settlers who opened up business in St. Thomas. He was an amiable American with republican ideas. His store, in which the post office was located, was a liberal rendezvous and was regarded with suspicion. He joined Dr. Duncombe and his followers but found he did not like it, and felt uncomfortable with the rough treatment of some of his political friends. After his return, Colonel Burwell attempted to have him imprisoned. With that threat hanging over his head, he sold out and left for the United States. His general store was located half way between Pleasant and Church streets on the north side of Talbot Street. His residence was west of the store. George Kerr also stated that the only houses in the town were owned by the following: Daniel Raplje, David Mandeville, Dr. Charles Duncombe, William Drake, Archibald McNeil, Joseph Barnes, and Benjamin Wilson. On the north side of Talbot Street there were the following: Hamilton and Warren, Garrett Smith, Thomas Curtis, George Lawrence, Samuel Thompson, John Miller, Daniel Mann, and Richard Misener. This was during the year 1828, when Kerr first visited St. Thomas from Grovesend for supplies. At this date there was also the little hamlet of Stirling at the bottom of the west hill. The first frame building in St. Thomas was built in 1817. It was a store built for Horace Foster. It was on this occasion that St. Thomas got its name. The choice of the name was left to the oldest inhabitants, William Drake and Daniel Raplje.

David Mandeville came here about the year 1810, bringing with him four sons, Henry, Abraham, Richard, and William. He settled on the Southwold side of the creek on two hundred acres of land. His first house was made of logs and was situated on the southwest corner of the Gravel Road and Talbot Street hill intersection. The M.C.R. bridge now stands on the site. Mandeville later had a tavern there. W.H. Mandeville, a son of Henry Mandeville, was for many years reeve of Yarmouth Township. The first marriage in St. Thomas was that of Richard Mandeville and Ann Smith in the year 1818.

Dr. Charles Duncombe in 1830 had his office and residence on Pleasant Street. The site is now occupied by the overhead bridge. William Drake at this date had a log house on the site of the present Grand Central Hotel. Captain Richard Drake settled on the western summit of the Fingal Hill, known then as Drake's Hill. Drake built a log cabin on the hill and was later blessed by a son, Daniel, who was the first white child born here. This was in the year 1819. Daniel was the mayor of St. Thomas from 1873 to 1877. He also operated a livery stable on the southwest corner of Centre and Stanley streets. Captain Drake brought the first wagon from Long Point in 1816, coming most of the way through thick and unbroken timberland. Benjamin Wilson had a log and frame house on Lot 5 on top of the hill east of Alma Street. It was removed in 1872 to make way for the Canada Southern Railway. The last occupant of the house was W. Hutchinson. This was after he left his hotel. Garrett Smith was the owner of the first lot on the Yarmouth side. His land extended to the north and west, forming what is Lynhurst today. Smith came here from Long Point. He was born near Charlotteville, as was his wife. They had a family of seven children: Isaac, Abraham, John, William,

David, Joseph, and Sarah. The latter married Malcom Johnson. Joseph operated a hotel in Stirling known as Smith's Tavern. Thomas Curtis, after whom Curtis Street is named, located on Lot 2 and built a log house with clapboards on the southeast corner of St. George and Curtis streets. He built a frame house in 1822 and by 1875 it was known as the oldest frame house in the town. It is claimed that John Farley once lived there. George Lawrence located on Lot 3 west of the site of the present post office. During the 1870s, the street that is now known as Curtis Street extended only as far as Mary Street. East of Mary Street it was Lawrence Street, being named after George Lawrence. George Scott had a farm just north of George Lawrence. Scott Street was named after him. The easterly section of the town is part of the Leslie Pearce farm. East of Manitoba Street was the small village of Millersburg, which was named after Jon [sic] Miller, who owned the land. Miller was accompanied by Jacob and Samuel Thompson.

According to *The Talbot Regime*, Benjamin Drake had the next lot east of Daniel Raplje. Drake donated land for the courthouse, which was built in 1853. He also built the Metcalfe Block, the town's first commercial buildings, in 1854. The block was first occupied by the Roe brothers. Archibald McNeil or McNeal was located next to Ben Drake. He donated land for the Roman Catholic church and the early Catholic burial ground. Next to McNeil, on Ross Street near Barnes Street, was the farm of Jonas Barnes. W.P. Shalf settled on Lot 45 (the site of Sandy Mount) in 1817. His land was taken over by S. Street in 1839, E. Rogers in 1849, S. Bowley in 1877, G. Kitson in 1883, and J. Voaden in 1912. Another settler was James Hamilton, who came here in 1817. He was the first merchant in the hamlet of Stirling. Some historians have said that he was the first merchant in St. Thomas but this is incorrect because his first store was situated on the northwest corner of the Gravel Road and Talbot Street hill intersection, which was part of Stirling. Hamilton brought his trade goods in from Port Stanley by the creek. After he had established himself, he took on John Warren as partner. Hamilton and Warren also had a distillery made of logs north of the northeast corner of the intersection. Water for the distillery was brought from the summit of the hill by pump logs. (This information is from a statement made by George Kerr in 1910.) In 1830 Hamilton and Warren had a ninety-ton vessel built for themselves. Hamilton in his later years was the sheriff of Middlesex County. Another early St. Thomas merchant was Thomas Warren. He later became a lawyer and was the only lawyer in St. Thomas for some time. He married and had a family by the daughter of Colonel Bostwick. His residence was on the site that was in later years occupied by John Bobier. Warren had great affection for cats and had a portion of his land set aside for a pet cemetery. The pets were buried with due solemnity and each grave was marked with a small gravestone inscribed with the name and virtues of the deceased pet. The cemetery was destroyed when the Canada Southern Railway came through town in 1872. During the early 1850s, Thomas Warren bought the first coal oil lamp in this district.

Some of the settlers who came here during the 1830s were as follows: T. Lindop - 1831; J.H. Begg and M.T. Moore - 1832; Samuel Eccles - 1832; Thomas Arkell - 1832; Daniel Hanvey - 1832; James Mihell - 1835; John H. Secord - 1837; and J.E. Smith - 1838.

M.T. Moore was the first mayor of the town of St. Thomas in the year 1861. He operated a tannery on the site of the present city hall and engineer's building. Samuel Eccles and Thomas Arkell landed at Port Stanley on May 19, 1832, with their families. Eccles settled on the Southwold side of the Middlesex line. He drove his sheep from Newbury, New York, to Buffalo along pioneer roads. At Buffalo he chartered a vessel to Port Stanley. The arrival of the sheep was a big event in the Talbot Settlement and was celebrated by a dinner and ball at which Colonel Talbot, Colonel Burwell, and other pioneer settlers took part. A few days after their arrival in St. Thomas, Eccles walked to Simcoe to see a party about a farm. He purchased a farm on the Southwold side of Middlesex. The Arkells settled near him. Eccles was also a brewer and was soon in charge of William Pearcey's brewery on New Street. The brewery

KETTLE CREEK
(ST. THOMAS AFTER 1831)
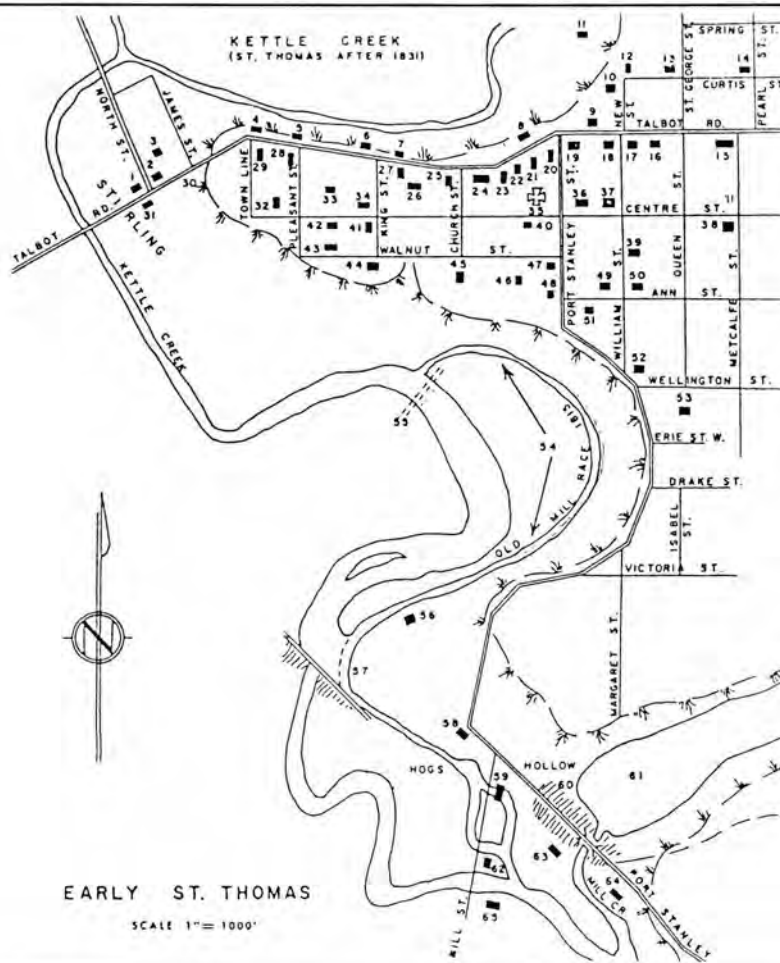
EARLY ST. THOMAS

SCALE 1" = 1000'

1. Hamilton and Warren's Store (later Blackwood's).
2. Keilly's Hotel (later Mitchell's)
3. Hamilton and Warren's Distillery.
4. Cameron's Bake Shop.
5. David Parish Home, Parish was the first Reeve of the Village.
6. Shaw and Goodhue's Store and Post Office.
7. Coyne Brother's Store.
8. John Alexander's Store.
9. Early Masonic Hall.
10. Peacy's Brewery.
11. First Waterworks Plant.
12. St. Andrew's Presbyterian Church.
13. Methodist Church (Wesleyan).
14. Enos Call's home.
15. Metcalf Buildings (1854).
16. Claris Opera House.
17. Penworden Hotel.
18. St. Thomas House.
19. First Location of St. Thomas Seminary.
20. Town Hall.
21. Hutchinson House.
22. Spades Hotel.
23. Mansion House.
24. Ermatinger's Building.
25. Lisgar House, Earlier the location of The King's Arms where Talbot made his first and only political speech.
26. Military Barracks.
27. William Coyne's House.
28. Dr. E. E. Duncombe's House and Office.
29. Miss Campbell's School for Young Ladies.
30. Blackwood's Hill.
31. David Mandeville's Residence.
32. Dr. Charles Duncombe's Home.
33. First Permanent Home of Daniel Rapelje.
34. Alexander Love's Furniture Factory and Shop.
35. Drill Ground for Military, and also where the American Raiders camped overnight in 1814.

36. Wesleyan Chapel.
37. Leonard and VanBrocklyn's Foundry.
38. John Stacey's Red Foundry.
39. Private house where Masons met before they had a Temple.
40. The Rev. Mark Burnham's House.
41. Dr. Going's Home and Office.
42. Alexander Love's Home.
43. Archibald McLachlin's First Home.
44. VanBuskirk's Distillery.
45. St. Thomas' Church (Church of England and Ireland).
46. Edward Ermatinger's home "Oketon".
47. Talbot Seminary (second location).
48. St. Thomas Grammar School.
49. Baptist Church.
50. Misses McMillan's Academy for Young Ladies.
51. Present location of the old Seminary Building.
52. Archibald McLachlin's Home.
53. Court House.
54. Mill Race to Rapelje's First Mill.
55. Rapelje's First Mill Dam.
56. Reiser and Sons Brewery (later Rudolph and Begg's, earlier Shaw's).
57. Rapelje's Second Dam.
58. Eltham Paul's Home.
59. Rapelje's Mills (later Shaw and Turville's).
60. Freeman's Dam.
61. Blackwood's Mill Pond.
62. Hampden's Ashery.*
63. Freeman's Fulling Mill.
64. Blackwood's Mill.*
65. Malt House for Brewery.

Note—While it has only been possible to identify a few of the locations of places on the north side of Talbot Street, this side was almost completely built up with frame shops, many of which were burned in the great fire of 1858.

was built in 1833-34. After four years it was sold to Mr. Lukes of Tillsonburg. In 1846 Eccles sold his farm to a Mr. Vail, and took up brewing again in London, where he took on John Kinder Labatt as partner. This was the beginning of the Labatt brewing company. In 1855 he sold his interest in the brewing business, returned to St. Thomas, and purchased a farm outside the town. He later became the first president of the Southern Loan Company. Mary Eccles, his daughter, died in the early 1930s at the age of eighty-two. Thomas Arkell became a merchant in St. Thomas and had a store on the site of the Weatherhead Factory. He also had a group of buildings erected west of the Metcalfe Block in 1874. Arkell was mayor of St. Thomas from 1865 to 1871. Daniel Hanvey, who surveyed St. Thomas and several villages and hamlets in the area, arrived in the year 1832. James Mihell came here in 1835 and opened a merchant tailor shop on Talbot Street. Another tailor was John White.

The first hotel in St. Thomas was the St. Thomas House. It was built by the carpenter Enos Call in 1828 on the southwest corner of Church and Talbot streets (barracks locality) on land he bought from Daniel Raplje. This later became Dr. Lee's Hotel (Lisgar House). Call also built a house on the northwest corner of Pearl and Curtis streets, just where George Wegg had his residence. Call died in this house. The first road going up the hill twisted around the face of the hill to the west. The old roadbed can still be seen winding up the face of the slope of Sandy Mount. The roadbed was changed in 1841, planked in 1856, and paved in 1931.

The first Presbyterian service in St. Thomas was conducted by Reverend David McKenzie in the old grammar school in 1833. He continued his work until 1838. The first Presbyterian church was built on New Street in 1838 by Alexander Love. This was St. Andrew's Church. The first minister was Reverend McKillican, who served from 1838 to 1843. He was followed by Reverend J. McKinnon and Reverend J. Fraser from the years 1848 to 1854. Reverend A. Young was inducted in 1856 and Reverend George Cuthbertson in 1863. The second church was on Talbot Street on the site of the present post office. The new church is the third Presbyterian church in St. Thomas. The old Methodist Church, known as the Canadian Wesleyan Methodist Chapel, was on the east side of Stanley Street. In March 1834 the first group of trustees was formed and was made up of William Drake, Thomas Allen, Enos Call, James Nevills, and Garret Smith. Previous to this time, the Methodist and Roman Catholic missionaries held their services in the school on the southwest corner of Stanley and Walnut streets. James Dodd erected the chapel soon after the lot was acquired. The chapel was used by the Congregationalists and other denominations. In 1838-39 the Wesleyans purchased a lot on the northwest corner of St. George and Curtis streets (then the Curtis farm) for the construction of First Methodist Church, which was opened on January 10, 1841, by Reverends William Ryerson, Thomas Berett, and Samuel Rose.

The first newspaper printed in St. Thomas was by George and Thomas Hodgkinson in 1831. This was the St. Thomas *Journal*. Another paper, *The Liberal*, took to the field a year later, edited by a young man of remarkable ability, Asahel Lewis. His family contributed much to the cultural development of the county. In those days and long after, political opinions ran high, and Lewis arrived at his office one morning to find that the printing press had been thrown down the embankment across from the Erie Iron Works. This did not stop Lewis, who reopened his business. Then there was the short-lived *Enquirer*, edited by John Kent. The St. Thomas *Standard* followed. A Conservative paper edited by Edward Ermatinger, it lasted from June 1844 to June 1846. In due time came *The Canadian Freeman*, which lasted several years. Then the town was without a paper until 1855, when the *Dispatch* was published. It was edited chiefly by D.W. Burke with the assistance of Edward Ermatinger. It lasted for twenty-three years. Archibald M. McLachlin, who came here in 1843, started publishing the *Canadian Home Journal* in 1859. The *Home Journal* was Reform or Liberal in politics. In 1876 McLachlin transferred it to his sons, James, Robert, and Archibald Blue. In 1881 it was pur-

chased by a company made up of Francis Hunt, R.J. Wilkie, J.W. Claris, and Kate Westlake, who started the daily edition. The *Home Journal* was then located on Talbot Street west of New Street, i.e. opposite the City Service station on Talbot Street. The *Elgin Express*, a Conservative paper, was started in 1872 but died about a year later. The St. Thomas *Times* was established in 1873 by Jonathan Wilkinson in the interests of the Conservative Party. It was a paper of the highest repute at the time of his death in 1901. It was then purchased by A.E. Wallace and John W. Eedy, who ran it for three years. In 1904 the *Times* was acquired by L.H. Dingman. The First World War resulted in many newspaper amalgamations in the interests of economy, and in 1918 the *Times* and the *Journal* were amalgamated with L.H. Dingman as president and F.W. Sutherland as vice-president. James S. Brierly published the first daily newspaper in St. Thomas in 1881. Brierly's partners were Edmund E. Sheppard and W. Westlake. Westlake died before the first edition was printed, but his sister, Kate E. Westlake, had a column in the paper under the heading ''Aunt Polly Wog,'' which attracted attention because of its homely humour and rustic common sense.

In the early days of St. Thomas money was scarce and the bank note was trying to gain a foothold in the settlers' confidence. So unaccustomed were they to the use of bank notes that a bank note shop was opened in St. Thomas by Truscott and Green. The first bank was opened in the year 1834-5. This was the Agricultural Bank on Centre Street, operated by Truscott and Green, who hired J. Woodward as circulation manager. Confusion as to the value of bank notes was eventually straightened out by the Bank of Upper Canada. Another bank in the town was the Gore Bank on the corner of Talbot and Stanley streets near the St. Andrew Market. It was operated by Hope and Hodges. Other banks were operated by one of the town's prominent early businessmen, Edward Ermatinger, who first visited St. Thomas in 1830. He liked it so well than he returned and settled here. He married the sister of Reverend Mark Burnham and carried on a general mercantile business. He later became postmaster and agent of the Bank of Upper Canada and Commercial Bank. He was also manager of the St. Thomas branch of the Bank of Montreal for fourteen years. The Bank of Montreal was located in what is now the apartment house of Vince Barie [sic] opposite the Memorial Hospital. The branch closed in 1860. The first Bank of Montreal was located in a small brick cottage near the site of the Church Street station. The Elgin Farmer's Bank later occupied this cottage for a short while, but it was moved to the Ermatinger Block on Talbot Street West. Ermatinger organized the Elgin Farmer's Bank in 1855, erecting a large office for its accommodation in connection with a large brick block occupied by his other businesses. This bank went bankrupt in a few years, and the building was later occupied by the Commercial and Merchant's banks. When the Commercial Bank of Canada closed its doors to the public in 1867, St. Thomas was without a bank for almost a decade.

The first manufacturing business was Alexander Love's furniture company in the Metcalfe Block. It was closed in 1867. Love was a contractor as well as a furniture maker. In 1838 he built a plain frame church for the Presbyterian congregation at the end of New Street. The building is now used as a garage. Wagon and carriage making began in 1832 with George Wegg, whose first place of business was on Metcalfe Street behind a hardware store. Later he and his son moved to Elgin Street. Their second business location was later the site of a service station. The first iron foundry in St. Thomas was started by Elijah Leonard in 1834 near Turvill's grist mill. Leonard had a hard time getting started in St. Thomas. Here is one incident to prove it. A charge was laid against him by one of his friends because he had cannon balls in his possession. He had obtained these souvenirs of the 1812 War in Amherstburg and brought them to St. Thomas on a vessel commanded by Captain Mallory. Squire Chrysler defended Leonard and won the case on the argument that the cannon balls were to be turned into plough points. Arrested four times, Leonard was not satisfied with the kind of encouragement given to manufacturers in St. Thomas and moved to London, where he established another foundry and was successful. John Sells, who had an interest in the early Leonard

Foundry, carried on the business after Leonard moved. Sells's business was on the corner of Centre and Stanley streets. This foundry was torn down when the Canada Southern Railway came through. (The cannon balls that had caused so much trouble continued to be a nuisance. After they arrived in town, they were piled in wagons and left near the foundry. Mischievous boys stole many of them, and some were laid away and forgotten. One of these relics is still in the weightlifting club at the Y.M.C.A. Another was in my collection at the home on Walnut Street.) During the 1840s, Henry VanBuskirk had a distillery at the west end of Walnut Street on the brow of the hill that overlooks the Leakey farm. The ruins of the distillery were still standing when the C.S.R. built the trestle bridge. The distillery had been the local stopping place for the thirsty to get a drink of cool spring water.

A skating rink was built at the same location as George Wegg's first business. This rink was the centre of the city's centennial celebrations, which took place in 1903. A log cabin was moved from its original site in Southwold Township to the front of the arena for the occasion. The citizens of St. Thomas gathered at the rink, the 25th Regiment band played, and Dr. Quest presided. Welcoming speeches were made by Dr. Quest, Mayor Maxwell, and W.B. Ellison. An exhibition of trick bicycle riding was given by Champion Grant of Toronto. A demonstration of Indian dancing was also on the program, and Chief Levi Doxtater of the Oneida Reserve performed the snake dance and spoke to the crowd. Many visited the log cabin at 5¢ a head. Here Frank Hunt told of pioneer experiences, when neighbors helped each other at barn raisings, husking bees, and apple parings. Because of the lack of money in those days, magistrates were paid for performing marriages with $2 worth of syrup, ashes, or beeswax. Hunt told the story of a man named Brown, who paid his beeswax, helped his bride onto the horse, and started for home. On the way, the impatient Brown turned to kiss his bride and immediately was stricken with a crick in his neck, where it remained for the rest of his life. He became known as "Wry Neck Brown" after that. The arena was enlarged to its present size in 1906 at a cost of $12,000. The arena is now managed by Mr. Stewart of St. Thomas Metal Signs.

Now let us turn to the St. Thomas of the 1840s. Some of the settlers who arrived during this time were: John White - 1840; James Blackwood - 1840; John McLean - 1842; Oliver Penwarden - 1842; Thomas Stacey - 1842; A.M. McLachlin - 1843; the Roe brothers - 1843; the Turvill brothers - 1849; George Vail - 1849; and Nat Webb - 1849.

John McLean arrived in St. Thomas in 1842. He was a barrister in the 1870s and was located in the Free Trade building. The next settler of note was Oliver Penwarden, who arrived in 1842 and became a contractor. His place of business was located on Spring Street near the corner of Penwarden Street. Spring Street is now called Scott Street after George Scott, who had a farm in that vicinity. Thomas Stacey also settled in St. Thomas in 1842. He had a wagon and blacksmith shop on William Street. At the time of his arrival, there were no houses east of William Street. The first wagon to be made with iron springs and axle in St. Thomas was built in 1876 by Thomas Stacey. He also started the Stacey Hardware Company opposite the Grand Central Hotel. John Stacey and his brother William founded the Red Foundry in 1852. John had come to Canada at the age of seventeen, settled in St. Thomas and learned the blacksmith trade from the father of Daniel and Frank Ferguson. In 1856 he went to Five Stakes and was a blacksmith there for twenty years. Then he went to Toronto for three years before returning to St. Thomas. He retired and took up residence at 16 St. Anne's Place. John R. Bobier, a grocer, first had his business on the site of lawyer Warren's old establishment, which is now occupied by A. Monteith. Bobier later had a grocery and resided in the building that is now known as the Talbot Grocery.

Another name of note in the history of St. Thomas is Roe. Charles Roe came in 1843 and his brothers, John Ardagh and Peter, followed a few years later. The Roe brothers became leading merchants of St. Thomas, operating a business in the Metcalfe Building from 1854. The old sign letters that were painted on the walls of their store can still be seen. The brothers were enterprising businessmen, always looking for an opportunity to extend their operations and make more money, hence their acceptance of the contract to transport black walnut timbers to Germany. They also constructed the schooner *Mary Roe*, which was named after Charles's daughter and the elder sister of Henry. The *Mary Roe* was built in Port Bruce and rigged in Port Stanley. She came to grief a few years later in a gale on Georgian Bay. One old-timer I visited remembered when Charles Roe operated a warehouse on Talbot Street east of the L. & P. S. R. R. tracks. It was torn down in 1880 when J.E. Smith built some brick buildings on the site. This old-timer recalled seeing as many as forty rigs tied up in front of the warehouse at one time. Henry Roe was born in St. Thomas in 1866 and was educated at the Collegiate Institute. He entered the grain business with his father in 1882, and in 1888 he started work for the Michigan Central Railroad as a clerk in the track department. In 1902 he left the railway to engage in the insurance and real estate business, and succeeded in building up a large practice. He was an early historian of St. Thomas. His grandfather, Thomas Kains, was purser on Lord Nelson's flagship *The Victory* at the Battle of Trafalgar. Kains died in Montreal on July 4, 1817, and was buried in the old St. Thomas cemetery. His wife came to St. Thomas to live with her eldest son. She also is buried in the old cemetery. For many years Peter Roe lived in a fine brick residence under the west hill which was torn down in 1872 when the Canada Southern Railway came to St. Thomas. His brother Charles had a house on the west side of the Mill Creek ravine before the foot bridge was built on Wilson Avenue. When Charles took his family to church on Sundays, they had to take the short cut to the old St. Thomas Church. Henry recalled that they climbed down the side of the ravine at Chester Street, crossed a log on Mill Creek, and went up Joe Laing's hill and on to church by Stanley Street.

Another settler of note was James Blackwood, brother-in-law of Sir James Innes. He arrived in 1840 and bought Anson Gould's wool-carding and cloth-dressing mill, which had been operated for Gould by Stephen Comfort for a short time. Blackwood built a six-storey mill and distillery on the southern edge of Blackwood's Pond. The mill burned down in the year 1851. Blackwood also had a general store on the northwest corner of the intersection of Gravel Road and Talbot Street.

St. Thomas at the time of Blackwood's arrival was but a hamlet visited by the daily stagecoaches enroute to Port Stanley from London. There were six daily. They came up the Talbot Hill along Talbot Street as far as Church Street, where the mail was tossed off. They then proceeded along Stanley Street, descended Farley's Hill, turned southward along the Gravel Road, crossed the old millpond and went up the hill. Stanley Street at this time was a corduroy road. The post office was located on the southeast corner of Church and Talbot streets in the Ermatinger Block. The building was torn down years ago. This post office was opened by Edward Ermatinger and Alfred J. Allworth. It is claimed that they moved all the post office equipment from Bela Shaw's store in a bushel basket. A.J. Allworth settled in St. Thomas in 1830. St. Thomas at this time also had a barracks near Church Street on the site of the W.E. Ross homestead east of the Talbot Grocery. The barracks was large enough to house three hundred men. The frame structure burned down in later years. The St. Andrew Market was used as a parade ground for the militia after the barracks were destroyed. The old Methodist Church on Stanley Street was the temporary barracks until the withdrawal of the garrison in 1842-3. It is said that the sentry posted between Hope and Hodge's warehouse and the church concealed whiskey in the barrel of his musket.

The southwest corner of Church and Talbot streets was occupied by the Lisgar House, which at one time was the Doctor Lee Hotel. The Lisgar House was later torn down and the

bricks were used to construct the three brick cottages that now stand on the site. The corner of King and Talbot streets was occupied by the mercantile business of John and William McKay, who came to St. Thomas in 1835. After two losses by fire, a brick building was built on the site in 1842. It later was a bank, the residence of John McKay, and finally a home and antique shop operated by Mr. and Mrs. Wilbur Mulligan. After his marriage, William McKay moved across Kettle Creek and made his home at a picturesque spot at the confluence of Dodd's Creek and Kettle Creek, which is where the first Presbyterian minister, Mr. McKillican (or McKilligan), lived.

The professional men of the town at this date were: Dr. Kent, Dr. Southwick, Dr. Duncombe, Dr. Rolls, and Dr. Wade. Dr. Wade's drugstore was next to the Mansion House. In those days all doctors had a drugstore in conjunction with their medical practice. Dr. Wade was a Dickensian character, so to speak, for he was a bald-headed little man much given to snuff-taking. He usually dressed in snuff-colored clothes and always called his wife by the name of ''Sam.''

Ross and McIntyre, who began business as harness and leather merchants in 1841, and White and Mitchell, who started a general merchandise business some ten years later, enlarged the area of St. Thomas by laying out extensive tracts of building lots (the latter firm in conjunction with Dr. Southwick), on the Davis farm, formerly the McNeal farm. (Incidentally, there was a ''monument'' left to the old McNeal farm in the form of an apple tree in M. Penhale's backyard on Southwick Street. This tree grew from a seed brought from England and planted by Archibald McNeal, the great-grandfather of Mary E. Davis, 36 Southwick Street.)

The first school in St. Thomas was a school for young ladies. It was located on or near the corner of Pleasant and Talbot streets. It was a long frame house with a gable in front and a long veranda along the side. This was in or about the year 1848. The school remained for two years and later the schoolhouse became the residence of Dr. C.B. Hall. Opposite this house was a bakery run by Mr. and Mrs. Cameron. The Collegiate Institute was located north of Pearl Street. It had its origins in the Classical School, which was established about 1848, and was recognized as a county grammar school in 1853. This school was on Stanley Street. In 1871 its designation was changed to high school. In 1878 a high school was built on the north end of Pearl Street at a cost of $10,000 plus $2,000 for the site. (The site, incidentally, was the V block cemetery of St. Thomas in the middle of the last century.) In 1880, in accordance with a report of the high school inspector, the high school was designated a collegiate institute. By the end of the century, it could no longer accommodate the growing student population. In 1902 the building was torn down and a new building was erected on the same site at a cost of $28,000. It was enlarged and remodelled into the present building in 1912. A couple of blocks east of the Memorial Hospital is Scott Street School, which opened in 1882. It was remodelled in 1911 and reopened in January 1912. It was again remodelled a few years ago into a much larger building. The first principal was Miss Elizabeth Hall. Memorial Hospital itself owes its origins to Amasa Wood, who settled in St. Thomas after he made his fortune. Here he founded the Amasa Wood Hospital in 1891, which is still standing next to a new addition which is now known as the Memorial Hospital. The cornerstone of the present hospital was laid in 1923 by Lieutenant Governor Cockshutt. Amasa Wood's old house number was 10 East Street.

And now let us leave St. Thomas of the '30s and '40s with the story of an unusual visit paid to us by a bear in the year 1843. It all started when a bear came through the trap door in the floor of Farnham's carpenter shop (the shop was on stilts), which was located opposite the Hutchinson House. Seeing the bear, Farnham dropped his tools and fled by the street door with the bear ambling along after him. The bear then headed towards the Mansion House.

John Beaupre, the landlord, was at the entrance, and on seeing the bear, he stepped into the hotel and slammed the door behind him, but the bear pushed it open and made his way into the barroom. Here he went quietly behind the bar and helped himself to a drink from a small tub of water that was used for washing glasses. While he was drinking, the bear knocked down a few glasses, and the noise prompted the only customer in the barroom to investigate. One glance was enough, and he fled to the kitchen, slamming doors behind him as he went. This frightened the bear, which promptly jumped through the nearest window, carrying the sash with him for a short distance. The bear then made for the direction of the old St. Thomas Church down the hill, swimming the creek at a point where some workmen were building a plank bridge on the gravelled road. (After it was planked, it was known as the London and Port Stanley Plank Road.) One of them swung at the bear with a pick but missed. The bear promptly reared up on its hind legs and stretched out its forelegs. At this point the workmen ran for the bush. The bear then proceeded to Turvill's Hill, where he was shot by an Indian. David Parish purchased the bear on the spot. John Dodd, who started the game from his woods to the north of the village, is said to have put in a claim for the bear, but never got it. There have been different versions of this story, but the one above is the one generally accepted.

St. Thomas was incorporated as a village in 1852, and its first reeve was David Parish. The first town hall was built in 1851 by the township of Yarmouth and was later purchased by the village. The town hall stood on the corner of Stanley and Talbot streets next to the Hutchinson House. The population at the time of incorporation was 1,300. In 1861 it was 1,631.

View of St. Thomas from an old painting.

The first railway to reach St. Thomas was the London and Port Stanley Railway, built in the years 1854-56, when railway fever had seized the country. It was thought that the L. & P. S. R. R. would tap the rich Elgin and Middlesex counties and become the main artery of trade between western Ontario and the United States across the lake. The road was largely financed by the city of London, with Middlesex and Elgin counties and St. Thomas contributing smaller sums. The road failed to fulfill expectations but developed a good coal traffic. The first station house, with an adjoining wood freight shed, was located opposite Christ Church on Princess Avenue. Near the freight shed was a large elevated tank where the steam locomotives took in water. The water was pumped from a deep well with the aid of a wind-

mill. A clerk by the name of Smith was drowned in the tank after he imbibed too freely in liquor, climbed to the top, and fell in. Opposite the railway station on the corner of Elizabeth and Princess was the Railroad Exchange Hotel, operated by Mrs. Mary C. Vail. The L. & P. S. R. R. was leased to the Great Western Railway in 1874 for a period of twenty years. In 1882 the G.W.R. was taken over by the Grand Trunk Railway. The station at this time was on Kains Street. (The building, erected in 1903, is still used as a freight shed.) Towards the end of the contract, the G.T.R. wanted to buy the railroad at a low price, but this failed. The G.T.R. withdrew all its rolling stock and refused to provide further service. In 1893 London acquired the stock held by St. Thomas. Arrangements were made with the Michigan Central Railway to open the line on a monthly basis, but the M.C.R. did not carry on very long. The L. & P. S. R. R. was placed in the hands of the Lake Erie and Detroit Railway Company, which leased it for twenty years starting in 1894. Under the terms of the agreement, the M.C.R. was given the running rights between London and St. Thomas. In 1902 the L.E. & D.R. wanted to electrify the railroad, but was anxious to obtain a thirty-year extension of its lease before taking such steps. London obtained permission to take back the railway and it was electrified in 1913. In 1914 London began operating the railroad. The M.C.R. ceased operating its passenger trains and arranged for a transfer of its freight between St. Thomas and London. Another railway, the P.M.R., also has running rights from Wilson Avenue to Centre Street. In 1898 the Wabash secured the running rights of the G.T.R. between Windsor and the border at Niagara.

Opposite the Grand Trunk's railway station were and still are two hotels, the Western Hotel and the Wabash House. A Mr. Reynolds was the first proprietor of the Western. He was followed by Thomas Coffey, Jerry Crowley, George Wright, John Finnegan, and Mrs. Healey. William Wyatt was the first proprietor of the Wabash Hotel, followed by D. J. Boughner, B.F. Honsinger, Alfred Calver, and T.F. Finney.

The Canada Southern Railway came through St. Thomas in 1872 and was completed the following year. The Great Western Railway also came through in 1872. The G.W.R. was noted for the crookedness of its track line. This was because of the numerous ravines and valleys through which it passed. The trestle bridge at the west end of town was built the same year. It was replaced by a steel structure in 1903. The bridge is 820 feet long. The G.W.R.'s first board of directors was made up of T. Arkell, Mr. Munroe, and T. Nairn. The railway's first local surveyor was W. Jennings and the first station agent was Mr. Dawson. The station, which was built in 1872, was remodelled in 1902. In 1882 the Great Western was incorporated with the Grand Trunk, and in 1898, the Wabash secured running rights over the road.

The town's worst railway accident occurred on July 15, 1887, when a northbound L. & P. S. R. R. ran into an M.C.R. freight that was stopped at the Moore Street intersection. The engineer of the passenger train was going too fast and could not stop his train in time to avoid a collision. The L. & P. S. R. R. locomotive ruptured one of the M.C.R. oil tankers, showering oil over itself and the freight cars. Within minutes both trains were on fire. The passenger train was loaded with excursionists from Port Stanley, thirteen of whom died. A second oil tanker blew up, spraying burning oil over the scene. The concussion was so great that it broke windows on Talbot Street. During the blast, Herman Ponsford, who was standing on the roof of the Elliott and Reath stable, was enveloped in burning oil. He died the next day. The fire also burned down a number of buildings close to the scene. They were John Campbell's frame house east of the tracks, Griffin's coal sheds, and Richard Gilbert's stable. It was thought at the time that the Dake House and the Elliott and Reath stables would also fall prey to the flames, but they were saved. Of all the crossings in town, I think this one is the most dismal at night. The Wabash bridge was the scene of another railway accident in December 1942. A punctured tank car spilled oil down into the valley below, where

it collected in large pools. The situation was not serious until some boys set it alight, and then it looked as if the entire bridge would be destroyed. Due to the quick action of the fire department, only about eighty ties had to be replaced.

The Pere Marquette Railway started in an unusual way when Hiram Walker and Sons built a three-mile railway line out of Walkerville in 1884. A year or so later they extended the line to Cranberry Marsh, not far from Harrow, Essex County, and another twenty-five miles of line out of Walkerville in another direction. In 1891 the road was pushed to Leamington and by the following year it reached Ridgetown, where it remained for seven to eight years. In 1890 the Walkers leased the L. & P. S. R. R. and so extended their railroad to St. Thomas. The road was opened in the year 1901. The road then extended from Detroit to London. In 1903 the Lake Erie and Detroit Railway sold out to Pere Marquette, who found it necessary to have an outlet to Buffalo for the through freight traffic, and so running rights were secured from the M.C.R. to Buffalo. The steel trestle bridge west of the yards was built in 1901 by the Canadian Bridge Company. The first locomotive to cross the valley on it was No. 35. A new station and roundhouse were built in 1942. The old station house was at one time the Adbellah House hotel.

The Adbellah House was at one time operated by Miles Ketchum and his son, and later by Barney Barnes of horse-racing fame. The old hotel building was partly razed and sold to a farmer. In the old days it stood on the corner of Elm and Wilson Avenue opposite the Elmdale School. Senior to the Adbellah House was the Ketchum House, which was located north of Widdifield's Grocery (now operated by Ken Wood). The brick hotel still stands as a monument to the nearly forgotten past. The Ketchums operated it before they built the Adbellah House. At one time the hotel was a home for the aged. Following the transfer of the Adbellah House to the Pere Marquette as a depot, the Park House was built. Harry Langs was the first lessee, followed by Arthur C. Leakey, George Vowels, Edgar Sanders, and Leakey. In the Park House barroom one can still see the old bar mirror with letters on it that spell out Rudolph and Begg's famous lager, beer, and porter.

Over half a century ago, the land north of the tracks was used as a fairground and racetrack. The crystal hall was located where Elmdale Memorial Park is now. The hall was later sold to J.H. Still to use as a handle works. The grandstand on the racetrack was later removed and placed in Pinafore Park. Before the crystal hall was built on the fairground, the land was used as a hop-yard by Samuel Shaw. During the late 1870s this part of the fairground was known as the Agricultural Gardens. In the early days, the L. & P. S. R. R. had its railroad sidings east of the fairground. The cattle pens were near these sidings. The old fairground was host to many famous visitors, one being Buffalo Bill Cody and his Wild West Show. On his first visit, the show was performed in an enclosure made to look like a frontier stockade. During another visit, one of the Indian papooses died and was buried on the site after Indian rituals had been performed. (This was kept from the prying eyes of the public.)

Our first courthouse was built in the year 1853 on land donated by Benjamin Drake. This building burned down in 1898, but it was rebuilt along the same lines on a larger scale. On the lawn are two cannons which were presented to the city by the Minister of Defence in 1902. These thirty-two pounders, made in the years 1803 and 1810, once were on the British frigate H.M.S. *Carron*. The guns, known as "Long Toms," were used against the Americans in the War of 1812. This courthouse has been the scene of many strange cases. One occurred in the early 1860s. It concerned a Negro from near Dexter who was sentenced to hang for the murder of his wife. As the day for the execution drew near, a forty-foot scaffold was built in front of the courthouse. Feelings ran high amongst the citizens of St. Thomas, there was a public demonstration of the most suggestive nature, and an effigy was hanged from the

end of the old Leonard Foundry at the west end of the St. Andrew Market. At the last hour, the Negro was given a reprieve and was sent to prison, where he died. The scaffold was never used.

The courthouse has also been the scene of four other executions. John Hendershott and William D. Welter were hanged for murder on June 18, 1895.[2] On June 27, 1935, a father and son, Frank and Fred Temple, were hanged for the murder of Constable Colin McGregor. This case began on May 7, 1934, when Sergeant Sam McKeown, Constable McGregor, and Detective Bert McCully of the Michigan Central Railway police paid a surprise visit to the residence of Frank Temple on Queen Street. The police suspected young Fred of bicycle theft. They were met at the front door by Fred with a Luger in his hand and were ordered to put up their hands. While he was holding them at bay in the kitchen, his father entered from the direction of the woodshed with a pistol in each hand and ordered them to put their pistols on the table. He shoved a pistol into Sergeant McKeown's ribs while Fred slipped behind Constable McGregor and took his pistol. Sergeant McKeown leaped onto Fred Temple, knocking him to the ground, and held him down. Cursing, the father shot Constable McGregor in the stomach. A second bullet hit Sergeant McKeown in the left wrist, while a third missed him and found its mark in young Temple's throat. Still firing, the old man backed out the door and slammed it shut and so got away. A minute or so later, Detective McCully rushed in with a pistol in his hand, but it was too late. A manhunt was organized and every telephone line was taken over by the police. A description of Frank Temple was broadcast to the Massachusetts, Michigan, and Pennsylvania state police. The surrounding valleys were searched by Inspector Tom Cousans and the provincial police. On May 8 Constable McGregor died from his wounds. He was survived by his wife and two children. The day after, police got a tip from a farmhand by the name of McLellan, who worked for Malcom McNeil. McLellan had discovered the wanted man when he drove a pitchfork into the hay and heard a loud cry of pain. Temple escaped to West Lorne, where he was captured in the home of Mr. Carnegie, a second-hand dealer. Frank and Fred Temple were sentenced to hang. The motive for stealing the bicycles had been ''to keep the wolf from the door.'' This all occurred after years of hardship during the Great Depression.

During the early part of the 1930s, we had much to contend with on account of the Great Depression and the uneasy signs coming out of Germany. Our most immediate problem, however, was the unemployment problem and the unrest of those who were down and out. Many of these unemployed became hobos. The transients came from the east and the west using all forms of transportation. A great number of them walked. It was sad the way news got around that a few men were wanted for work at a certain place, and how within a short time, that place would be swamped by men from all walks of life. Jobs were scarce and those who had them held on to them grimly. Some employers took advantage of the situation. I remember standing near the Stanley Street railway crossing and seeing ten transients on one freight. I saw as many as twenty-nine hobos on the M.C.R. lawn just before the war. I spoke to one chap who was from the province of Manitoba, and he told me that he had not eaten for two days. Another time an elderly man came to the door of our house begging for food. His clothes were ragged and held together with string and safety pins. Transient camps were a by-product of these economic conditions. One of them sprang up on the St. Thomas athletic grounds just northeast of the bridge. This camp was composed of three rough shacks made of planks and cardboard. They were heated with oil drum braziers. A month and a half later, the local police broke the camp up, and the hobos never camped here again. These conditions are unnecessary for such a rich country as ours, but that is the way of the capitalistic system.

The Ermatinger Block on the southeast corner of Talbot and Church streets was built about 1851 and was torn down in the mid-1920s. The block was the site of many business

establishments over the years. They were as follows: Thompson's Hotel, the post office, Ermatinger and Mann's dry goods, and lastly the Elgin Farmer's Bank. This bank was followed by the Commercial Bank and the Merchant's Bank, which was managed by A.M. Crombie. (All the banks occupied the same site in the block.) The Merchant's Bank later moved to the corner of Queen and Talbot streets, where a new building was built for it. After the Merchant's Bank went out of business, the building was used for a Y.W.C.A. The site was later occupied by a service station and a car sales lot operated by Jack Brooks. Other businesses which occupied the Ermatinger Block were the St. Thomas White Bronze Company, which was followed by the Star Acetylene Company, and lastly by the Erie Iron Works, which was operated by William and John Risdon and later by W.G. Rogers.

The old Red Foundry on the corner of Centre and Metcalfe streets has been a landmark for years. It was flourishing when St. Thomas was a village, having been founded by John and William Stacey in 1852. Their partners were Hiram Hunt and William B. Richardson. A few years later a disagreement about the management of the business resulted in a dissolution of the partnership. The business was closed. Later Joseph Stacey and James Tucker opened a repair business. It changed hands many times until 1871, when it was purchased by the firm of C. Norsworthy and Company. The firm closed down a few years ago and the business is now operated by the Anglo-American Brass Company and managed by Mr. Stewart.

St. Thomas has had quite a few tanneries in its time, the first one being on the site of the present city hall. This early tannery was operated by Joshua Doan. The old vats were cleared away when the city hall was built in 1898. The next tannery that located in St. Thomas was the M.T. Moore tannery. Moore bought the Doan tannery from the widow, Mrs. Doan. The tannery was in operation for half a century. It was located on the site of the new Masonic buildings. After Moore's death, the business was carried on by his sons. In 1850 there were four tanneries in town. George Crocker and William Lipsey operated the Elgin tannery, which stood on the site of the garage currently owned by Bert Sims. The following is one of the company's commercial ads:

ELGIN — TANNERY

Next door east of G.W. Morgan, Boots and Shoes store.

The undersigned continue to tan and keep constantly on hand,
All Kinds of Leather.

The highest prices paid for hides and calfskins.

St. Thomas, Nov. 15, 1866   W. Lipsey, Prop.

After the tannery was closed, Stephen Corbett, father of Charles Corbett, had a shoemaker's shop there. He was listed in the 1872 *Elgin Gazetteer*. George K. Crocker operated a tannery opposite the courthouse in 1872.

In the 1850s Samuel Paddon had a butcher shop in town. He built a house on the east side of the road going to Lynhurst in 1858. The road into the property at the time was via St. George Street at the bottom of the hill. Anyone going to this property had to ford a creek and go up a steep road that curved around the face of the valley. This brought one to the rear of the house. Traces of this almost forgotten road can still be seen.

Now I wish to tell you about St. Thomas from 1870 on. St. Thomas began to grow rapidly after the Canada Southern Railway came to town in 1872. That year the east end, which was known as Millersburg and which was part of the township of Yarmouth, was added to the town. Growth occurred in an easterly direction. Substantial brick business blocks and hundreds of private dwellings went up. The population in 1870 was 2,000, but within three years it had grown to 6,000. Men who had built west of Metcalfe Street a few years earlier and who had then been regarded as foolish speculators now began to reap their rewards. Prior to 1870 all the town's banks were west of Pearl Street.

One of the business houses of that time was the Stewart store, which consisted of a grocery, bookstore, and barber shop. It burned down in the great fire of December 25, 1870. The heat was so intense that wet blankets had to be hung over the windows of James Carrie's store across the street. The fire swept through a business block on the south side of Talbot Street. William Reeks, a member of the fire department, died during the blaze. He was the father of George Reeks, who operated the Reeks and Company Grocery on Talbot Street.

Immediately to the west of the Stewart store was Alexander Henderson. Henderson came here in 1854 and opened a general store and saloon. One of his early ads reads as follows:

Oysters, Sardines, Etc.
— Sandy —

Is in the field again with oysters, sardines, etc., etc., of the finest and best quality which he will sell as cheap as can be offered.

His Liquors

Are of pure brands and can be recommended, having imported them from Montreal direct. Always desirous of meeting old friends and as many new ones as can call and see him. He will be happy to meet them with his accustomed good-natured smile. Give Sandy a call and be convinced that he is telling what is truth.

Groceries and Fruits
Of every description to meet the wants of the family.

A. Henderson

Henderson had a son by the name of Alexander C., who was born in 1852 and was educated in the local public school. He then worked for his father for ten years before engaging in business for himself as a manufacturer of soda water, an enterprise which he conducted for twenty years. He left St. Thomas and spent a short time in British Columbia. He returned to St. Thomas, where he was appointed chief of the fire department, a position he held for forty-seven years until the late 1920s. I recall him sitting in front of the fire hall or the Queen's Hotel on sunny afternoons. Next door to A. Henderson's store was the Arkell general store. The majority of court cases were heard in a little office at the back of the store.

Next to Stewart's store was the Clarke Hotel, which was started by Joe Laing. After a short time he sold it to Del McCready, who named it the White Owl Hotel. It was later named the Clarke House after another proprietor. The last owner was Thomas Moore. Next to the Clarke House was the Martin House. It was opened by a Mr. Davey, who would close the hotel on railway paydays. In due time Sam Martin and Willoughby Clark became proprietors of the hotel. When the Christmas Day fire occurred in the Victoria Block, this hotel supplied whiskey to the firemen and volunteers.

Now let us turn to the businesses along Stanley Street. The Brommell House stood on the east side of the street and had a canopy in front. It was built by William J. Brommell and was operated by him and his sons, William, Jack, and Sidney, for some years. Subsequent proprietors were Elijah Bond, George Ordish, Joe Barnes, and Daniel Crelles. In later years the hotel became the Farmer's Exchange. The roof design was changed just before it was torn down. The words "Farmer's Exchange" can still be seen marked in the concrete sidewalk. The hotel's stable is still standing at the rear of the Weatherhead Company. Other businesses on Stanley Street were a tinsmith's shop and the Lord and Bailey painting shop, as was the Sells residence. The Lord and Bailey carriage works was first located on this street, but later the owners opened a large shop on the corner of Centre and William streets. (Thomas Bailey settled in St. Thomas in 1855.) On the southeast corner of Stanley and Centre streets was Samuel Day's blacksmith shop. It later became the business of Fairbrother and Hetherington. The site is now occupied by George Ponsford's residence. On the opposite corner was the stable of Daniel Drake.

Going westward, there was the Hutchinson House, later the site of St. Thomas Metal Signs. James Hutchinson was the first proprietor. After him came A. Mussleman, Captain Alex McBride, Joseph Barnes and his son, A.C. Black, Seaman Laird, and Wesley Horton. Dr. D. McLarty and Dr. C. McLarty had their offices in the Hutchinson House. At one time, John Alexander had a general store opposite the Hutchinson House. It was a white frame building with a high false front, and the rear end of it was perched on the edge of the hill on stilts. The front display window was made up of old-fashioned small glass panes. Barrels of salt and boxes of dried fish stood on the platform in front of the store. Inside, goods were piled on rough shelves, and the clothing was hung on wooden pegs. A large cast-iron stove helped to make the store a popular place in the winter. The store was torn down in 1885. This information was given to me by Daniel Curtis in 1936.

The next place of business past the Hutchinson House was the Mansion House, first known as Spade's Inn. At one time the hotel belonged to George Casey, M.P. for West Elgin. The first proprietor was David King. W.F. Boughner, father of E.E. Boughner, is said to have bought the hotel in 1870 and carried on the business until his death. Other owners were David Thomas, Gilman King, who rented the hotel, and George W. Boggs. Next to the Mansion House was a blacksmith shop operated by Mr. Barber. Next to that was a little store, and then there was the Ermatinger Block. On the southwest corner of Church and Talbot streets was the Lisgar House, a three-storey brick structure. Before 1875 it was known as Dr. Lee's

Hotel. This hotel has had quite a few proprietors, some of whom were L. Prieur, Dennis Bevver (?), Dr. Robert Jordan, Nelson McCall, Thomas Coffey, the Huffman brothers, R. Lowe, and David Thompson and sons. After the hotel was torn down, three cottages were built on the site from the bricks. Continuing westward, there was the Coyne House and the McKay home. On the southeast corner of Pleasant and Talbot streets was Allen McColl's hotel. McColl's widow carried on the business after he died. The building is now the residence of Mr. Neville. On the southwest corner is the residence of Bram Saywell. At one time it was the home of Nelson Whitney Moore. He was the governor of the jail and operated a harness and leather shop opposite the first city post office. Opposite the Moore home was the residence of Bela Shaw.

The first telegraph office in town was set up in the Youman and Rowley bookstore. Next to it was the *Home Journal* building. Opposite it was W. Davis's Napoleon Shaving Parlour. Around the corner on William Street, near the market, was McKenzie's store. The shop of Walter Barr, a fashionable tailor of the 1860s, was located in the south part of this store. Peter Roe's dry goods, later John Midgley's Stag Hall Clothiers, was next to it, followed by Crone and Smellie, general merchants, and Patrick O'Boyle, boots and shoes. Next to this was the brick Lindop Block in which Lindop and Spohns had a wholesale liquor and grocery store, as well as a picture gallery. The business next to it was Robert Carrie's dry goods store, which later became the first store of the Mickleborough brothers. Over it was the picture gallery of Ben Allen and W. Cooper. West of these brick buildings, starting from the site of Bert Sims's garage, were two frame business establishments. The first was occupied by George W. Morgan, who had a shoe store. The store next to him was Henry Brown's hardware. Brown settled here in 1848. His store was taken over by W.N. Smith in 1867.

Continuing our tour of St. Thomas of the 1870s, let us go to the corner of William and Talbot streets. William Street was an important street during the period 1860-98. It was named after William Drake. A wide street, it is a monument to the days when the west-end market was in existence. On the southeast corner was Colonel John Cole's frame hotel, built in the early 1830s. It was later taken over by George Penwarden and renamed the Penwarden House. It continued under this name until it became the Iroquois Hotel. In the interval it was owned and operated by Jack and Amos Barnes and their father. It was last operated by Mr. and Mrs. William Homister, who died a couple of years ago [probably in the 1930s]. It is now the Royal Hotel. It was during George Penwarden's ownership that the hotel's large frame barn burned down and was replaced by the present brick building which was later used as a garage by E.G. Ponsford. Now it is a hotel parking lot. South of this was the City Hotel built in 1881 by Mrs. M.A. Boughner. With the exception of about three years, when it was leased to Nelson McCall, the hotel was operated by Mrs. Boughner and her son E.E. until 1916, when it was converted into an apartment building. Next to it was a blacksmith shop operated by W.W. Meechan. This is now a junk shop run by Canada Scrap Iron and Metal. An abandoned church stood on the northwest corner of William and St. Anne's Place. This was a Baptist church which had been built in the early '70s at a cost of $2,500. Its first minister was Reverend Thomas Baldwin. The church was later used as a cider mill. William Munn told me an amusing story about this cider mill.

''In the fall of every year we used to look [forward to] having some cider from the old cider mill on William Street. We found the best time to obtain cider was at night. The cider barrels were always piled close to the board fence. This fence never stopped us for we were usually armed with an auger and a cup. After we had our fill of cider we would jam a wooden plug in the hole we drilled into the barrel. The next day was a headache for the old gentleman who operated the old cider mill. He never could figure how the cider evaporated in some barrels and not in the other barrels.''

Proceeding up William Street, there was the mansion of Robert McLachlin across from the courthouse. On the main street was a group of buildings east of the Royal Hotel. The little frame building sandwiched between the hotel and the VanBuskirk Block was Alonzo Johnson's butcher shop. During the early 1890s, Mrs. A. Paddon also had a butcher shop in the same building that Alonzo Johnson had his store. The VanBuskirk Block was built in 1878 by Dr. W. VanBuskirk and was used as an office and residence. In days gone by, the Negro R.F. Williams had a barber shop in this block. Next door to him was John Hanman's harness shop, which is now Mann's Plumbing. George L. Hill's butcher shop is now the site of Staniforth's plumbing shop. Next to Hill was John Wilbur's poolroom. Next to the poolroom was the Delmonica Hotel, whose first proprietor was Del McCready. John Boughner and the Percy brothers later owned the hotel. The building was later remodelled into the Claris Opera House. This was remodelled in 1895 and became known as the Grand Opera House, with A.J. Small as proprietor. It was here that the great Eugene Sandow, strongman of England, performed before a large audience. Autographed pictures of Sandow were sold at the conclusion of the performance. Sandow introduced the shadow-cabinet type of nude posing. He later became King George V's personal physical instructor.

Some of the other businesses located on William Street during the years 1860-98 were:

McDonald, Peter	Blacksmith
McCullough & Son	Blacksmith
Stacey, Thomas	Blacksmith
Anderson, Sinclair	Blacksmith
Scientific Shoer	Blacksmith
Lord and Bailey	Wagonmakers
	Corner of William and Centre streets.
Barrett, William	Wagonmaker
	Corner of William and Stanley streets.
Barnes and Moore	Livery stable
Hillis, John	Wagonmaker

On Centre Street between William and Stanley streets, east of George Ponsford's residence.

Pavey brothers	Wagonmakers
	29 William Street
Hill, G.E.	Butcher
	6 William Street
Cooke, W.E.	Barber
	4 William Street
Hughes, John K.	Marble shop
McKenzie, D.K.	Dry goods
Barr, Walter	Tailor
	South of McKenzie's dry goods.
City Hotel - and Market [sic]	
Meek brothers	Harness shop
	12 William Street (1898).

The theatrical history of St. Thomas dates back to 1873. George T. Claris was closely associated with the old opera house. In the days before the opera house, the area was visited by travelling companies which stopped at St. Thomas for a night or two and held performances in the old drill shed or in the town hall. These travelling companies brought to St. Thomas such plays as *Uncle Tom's Cabin* and *Rip Van Winkle*. But George Claris, by building the opera house, was able to give the town a better class of entertainment. He brought to St. Thomas such celebrated stage folk as Hazel Kirk, Lawrence Barret, Cole Burgess (a minstrel from Toronto), Ada Gray in *East Lynne*, and Kate Claxton in *Two Orphans*. Anna Prixley came here with her company and created quite a stir. (She was a sister of Mrs. Frazer of Port Stanley.) Other visiting companies were: The Original Jesse James Company, Joe Murphy Company,

Sol Smith Company, Madame Renzi's Minstrels, and Tom Thumb's Company of Lilliputians. In 1880 a Shakespearean company brought *The Merchant of Venice* to St. Thomas. The construction of the opera house that was to present so many comedies and tragedies was itself attended by a tragedy. The contract for the brickwork was awarded to the father of G.A. Ponsford, and the carpentry work was awarded to J.M. Green, father of Colonel W. Green. Construction progressed rapidly until the walls were near the required height. Then came disaster. A section of the scaffolding collapsed into the basement. Ed Bowie, uncle of R.B. Bowie of the flour and feed store, was killed ,and John Green was injured. The opera house was financed by George Claris and William Weldon, the latter investing the greater amount. The reserved seating plan for the opera house was in Nat Webb's China Hall on the east side of the opera house entrance. William W. Boughner, proprietor of Boughner's China Hall, recalled many a dispute over seating arrangements. Boughner learned his trade as a boy of fourteen under Nat Webb. After Webb died, Boughner purchased the China Hall, which he operated for a number of years. J.W. Boughner operated a successful bar and restaurant west of the opera house entrance for many years. Looking over some old newspapers, I came across an amusing item about the opera house, dated September 16, 1881. ''The Young Ruffians were ejected from the Opera House last night. An example should be made of these ruffians who annoy the audience as well as the actors by their whistling and stamping of feet which is carried to an extreme at every performance given here. Policemen should be appointed for the purpose, also for the exclusion of females of loose character, who invariably take a front seat and snicker and laugh during the whole performance.'' Claris and his associates continued to manage the opera house until 1885 or 1890, when a fire almost destroyed the interior of the building. The opera house was rebuilt, and at the opening performance it was taken over by Ambrose J. Small. Small was a Toronto theatre magnate whose disappearance in 1916 caused great excitement. His disappearance is still a mystery.

During the years 1875-76, the business section of St. Thomas grew by leaps and bounds. Among those who built business blocks at that time were Mr. Pendleton, George T. Claris, W. A. Hutson, and Mrs. Pringle, whose husband operated the clock store on the corner of New and Talbot streets. James McAdam built a brick block and opened a new business house on the corner of St. George and Talbot streets. His first general store had been at the west end of the Victoria Block. Others were John McLean, who came here in 1842 and became a barrister in the 1870s; and Thomas Arkell, who built up his first trade in the old Yarwood Block and then, in 1874, established his business east of Queen Street. Hiram Comfort and Mr. Jackson, who settled in St. Thomas in 1852, also expanded during the 1870s. Comfort owned and operated a carding mill in Hog's Hollow, and Jackson had a cabinet shop on the southeast corner of Talbot and Metcalfe. Thomas Hay, baker and grocer, had his place of business on the site of Beckett's Bakery. G.S. Turner, who came to St. Thomas and opened a shoe repair shop in 1865, was located next to the Brommell House opposite the town hall.

The Montreal House, a clothing store operated by Goulding and Rosenberger, was situated in the Metcalfe Block. The faded letters on the sign can still be seen on the brickwork over Mr. Durdle's store. The Atlantic Billiard Hall, operated by N.B. Huffman, was also located in the Metcalfe Block. The Odd Fellows hall at this time was the third division in the Metcalfe Block going west. While we are on the subject of the Odd Fellows hall, I must relate a story that was handed down about it. In 1859 an incident occurred there which aroused the indignation of the people of St. Thomas. The wife of Samuel Paddon died and was buried in the old cemetery. A day or two later it was discovered that the grave had been opened and the body removed. A few days later it was discovered in a closet in the Odd Fellows hall. At this time there were two or three men studying medicine under Dr. C.B. Hall, a local physician. The young men, wanting a human body in order to study anatomy, were at once

suspected of the crime. When they learned they were under suspicion, they made a hurried departure for parts unknown. One of the young men was a Mr. Sparling, who was a shoemaker by trade and had his shop opposite the Stag House.

The second post office building came into being in the 1870s. It was built, as everybody said at the time, "Out in the wood." The site west of the second post office was later used for the Grand Central Hotel. The postmaster of the second post office was F.E. Ermatinger. The present post office building was built in 1888. Several years ago when the front entrance was being modernized, workmen found a stonecutter's chisel with the name "Fothergill" on it. W.J. Lee, a retired letter carrier, recognized the tool as belonging to Mr. Fothergill, a stonecutter from Aylmer who worked on the post office in 1888. Fothergill was employed by Hutchinson and Miller, marble dealers, of Aylmer. The post office site was once the location of Knox Presbyterian Church, which was built in 1865. The minister was Reverend George Cuthbertson until 1876, when Reverend Mungo Fraser took over.

In the early 1880s there was a temperance hall (the Sons' Hall) on Metcalfe Street. The hall was located on the opposite corner of the one now occupied by the Red Foundry. It was in this hall that the Salvation Army was introduced to the citizens of St. Thomas in 1883 by Captain Hollway and Captain Freed, who held the first meeting. A year or two after this the Salvation Army built a frame hall on St. Catharine Street. This was replaced by a brick structure in 1898. In the early days, the Salvation Army encountered the same hostility that it encountered elsewhere, but by the character of its work and the example of its officers, it survived those days and now plays an important role in the religious and social services of the city. Jack Barret of St. Thomas recalled when the Salvation Army was hooted at and snowballed by the people of this city.

In the year 1913 the business section from the corner of Metcalfe to the corner of Elgin Street consisted of the following business houses:

Blackmore's Hardware Store	
Abdelph, A.M.	Fruit store
Jackson, W.R.	Jeweler
Stacey Cuttery [sic] Company	
Small, George H.	Druggist
Honsinger, B.F.	Cigar store
Nordheimer's Piano Store	
Maxwell, C.F.	Barrister
Quest, Dr. Fred	Medical office
Hirsch, Mrs. J.	Furrier
Barret, H.B.	Tailor
Cook, W.E.	Barber
Grand Central Hotel	
Baker, Milo	Ticket agent and U.S. Express Co.
Hotel Rones	
Butcher, Lundy	Barber
Jell, H.F.	Solicitor
Municipal World Printing Company	
Yin Lee	Laundry
American Express Co.	
Canadian Express Co.	
Esson, J.	Dyer
Huron and Erie Trust Co.	Later the site of the Public Utilities Commission Building
Youman, J.W.	Undertaker
Youman, W.E.	Insurance
Pincombe, R.T.	Butcher

To the rear of the Grand Central Hotel was the St. Thomas Garage, owned and operated by J.T. Webster. He first settled in St. Thomas in 1880 and worked on the M.C.R. until 1910. He then purchased a livery on Elgin Street and the Elgin Automobile Company garage at the rear of the Grand Central Hotel. While an employee of the M.C.R., Webster was active in other lines. During this period he operated the Palace Livery for a few years and in 1889 he bought the greenhouses on St. Anne's Place, which he ran until 1904, when he sold out to Ralph Crocker. Webster's Livery was destroyed by fire in 1912. He was sole agent for the Roe brothers' motor car and the Russel motor car.

The site of the Grand Central Hotel was once the homestead of Colonel William Drake, who moved his family to St. Thomas shortly after the War of 1812. His son Benjamin was a noted contractor in town. He owned the land where the courthouse now stands. The red brick house at the end of Drake Street was the family homestead of Benjamin Drake. Isabel Street was named after Phineas Drake's mother, who later resided in Tillsonburg. Colonel Drake's residence was later occupied by J.M. Green. (Green was a merchant in the early days of St. Thomas and had his business house on the corner of Talbot and Stanley streets. He was the father of W.J. Green. W.J. had a lumberyard on the northeast corner of Talbot and Mary streets. This was before the Mickleborough store was built. Cruise and Sterling later had a lumberyard on the same site as Green's second lumber business.) At the rear of the house was an orchard that was very popular with the children of that time. Just east of this house was the town's second post office. Opposite it on the north side of Talbot Street was N.W. Moore's harness shop. West of it was a marble works owned by W.T. Cripps and F. Doggett. This business later moved to its present site on Elgin Street; it is now operated by Mr. Doan. Several years ago, workmen digging out a cellar at the rear of Beckett's Bakery found a gravestone, evidently a relic of the marble works that occupied the site near it. Beckett's Bakery is on the site of Hay's Bakery. Operated by J.A. Beckett, it grew from a small bakeshop on the corner of St. George and Talbot streets. As a result of increasing business, Beckett opened a larger establishment in 1926, purchasing the Pearson Grocery and converting it into the present bakery.

The Grand Central Hotel was built in 1882 after Colonel Drake's old house was razed. Its first proprietors were Bronell and Currier. They were succeeded by the following: Aaron Mussleman of the Hutchinson House, along with William Brommell of the Brommell House (that hotel being carried on by his son), George Hurty, Thomas Donley, J.C. Weaver, J.M. McCoig, William T. Cochrane, Mr. and Mrs. McDougall and son, and Mr. Hunt. When construction work started on the hotel, human bones were found on the site. They were believed to be those of an aboriginal race. This occurred on December 22, 1881. I will never forget the story about the Grand Central Hotel that Richard Denner told me one day many years ago. As a youth, Mr. Denner was an expert cyclist and road racer. One day when a group of cyclists got together, they started talking about daring things to do on the bicycle. Someone bet Denner that he could not ride down the main staircase of the Grand Central. He took the dare and descended the main staircase. Many years later, he recalled the painful results of accepting that bet.

Back on New Street, there was a bookshop on the west side. It was operated by Youman and Rowley. To the rear of the bookshop was the harness shop of William and Thomas Meek. A little north of this was the Canada Southern livery stable operated by Henry Thornton. And at the extreme end of New Street was the Elgin Brewery and Malt House. This brewery was opened and operated by William Pearcey. Some of the owners after him were Mr. Luke of Tillsonburg, Rich and Geary, Lipsey and Winner, and finally Gilbert and Burke. The plant produced 2-3,000 barrels of ale, beer, and porter annually and 6,000 barrels of malt. The site is now occupied by the house of Harry Smith. The old malt cellars can still be seen.

North of the brewery again was the first waterworks this town ever had. It was built in 1874 at a cost of $23,543. The system consisted of a dam across the creek, a sluiceway into a large reservoir, and a steam engine to pump water through the large main, from which smaller underground pipes branched out to all parts of town. The reservoir was made of stone, laid in water lime, and was twenty-two by thirteen feet in diameter. The engine house was built over the reservoir. Connected to it was the engineer's dwelling. The old box drain that came from above the dam to the reservoir is still visible. A public demonstration of the system's efficiency was held in 1874. Water pressure on Talbot Street was 340 pounds per square inch. The pressure was so great that when the water was played on the opera house, it shot right over the building.

On the northeast corner of New and Talbot streets is the Elgin Block, built in the year 1871. William Neal and the Horsman brothers were located in this block. Before Neal opened his dry goods store here, there was another dry goods store on the location, operated by Polloch and Baird. The Horsman brothers, Albert and Richard, had a large sign in front of their store in the shape of a horseshoe. James Acheson later had a hardware at this location. The site is now occupied by Wooden Wares Ltd. On the corner of this block was the East India Warehouse operated by J.O. Kains. The site is now occupied by the Brewers' Warehouse, operated by C. Butler.

West of the Elgin Block at 229 Talbot Street there was the Sheppard brothers' furniture store. They later moved a block east on the other side into the old Arkell Block. William Munn had a grocery store in what had been the Criterion Hotel. The hotel's first proprietor was Al Hutson. The hotel was known for its fancy bar and the swing doors leading into the saloon, which were still being used when William Munn operated his grocery. Ed Boughner and lastly Samuel Shaw were other proprietors. The town's first refrigerator was installed in this hotel. Mrs. E.J. Smith had a candy store immediately to the east of the hotel. This later became an implement shop and a shoemaker's store. East of the Criterion Hotel was the dry goods business of J. Mickleborough. Across the street next to Durdle's store there used to be the Globe Hotel. The first proprietor of this hotel was Mr. Huffman, and Elijah Bond was the second and last proprietor. Bond also had a candy store in the store now occupied by Mr. Durdle.

A block east of the home of Harry Smith on New Street (the northwest corner of St. George and Curtis streets) is First United Church. The first frame building, known as the Wesleyan Methodist Church, was built in 1841, being officially opened by Reverends William Ryerson, Thomas Berett, and Samuel Rose. The proceeds of the first tea meeting in 1845 went to the building of a gallery. In 1873 the brick church was built. It was partially destroyed by fire in 1895. We see it today as it was remodelled after the fire.

Going down St. George Street, we pass the new nurse [sic] home and the old Children's Shelter. On our way down the hill, we pass 78 St. George Street, the old residence of Henry Lindop. Lindop was a contractor of some note in the town's early days. He was born in St. Thomas in 1836, the son of Thomas Lindop. From 1862-70 he was engaged in the mercantile trade. Then he opened a door and sash factory at 60 Moore Street. Lindop built 300 buildings in the town and at one time he owned 75 of them. He was a member of city council in 1875-76. At the bottom of the hill on the north side of the creek was a flax mill operated by water-power from a dam across the creek just west of the bridge. There was at this time a large millpond where the athletic grounds are now. The first flax mill burned down in 1887 and was replaced by a steam-operated plant located further west. The second mill burned down in 1894. Robert Miller of St. Thomas once told me there was a bolt factory near the tracks at the top of the St. George Street hill. It was operated by John Brent.

And now we will return to Talbot Street. At one time, St. Thomas boasted of two Queen's Hotels. The one at the west end was located in the Talbot Street block east of Queen Street, just where Schweiters now have a garage and automobile sales room. A man named Findlay from Hamilton started the west-end hotel, and the Cathcart brothers and Jim Willis were subsequent owners. The hotel stood on the site of the present Arkell Block, which was built in 1874. This corner lot was next occupied by the Merchant's Bank building. After the bank went out of business, the building was used as the Y.W.C.A. It was torn down in 1929-30. The St. Thomas Planing Mill in 1872 was located on Queen Street near Talbot Street. It was operated by Hillis and son, and it employed ten hands. Just across the street from the Queen's Hotel on the north side, about where the rural hydro has its offices, was the Bostwick House, operated by E. Bostwick. The Commercial House, operated by Charlie Roadnight, was on the southwest corner of Metcalfe and Talbot streets. This place was previously known as Henderson's Hotel and its proprietors were Alexander Henderson, John Cole, and William Alexander. The latter was also turnkey at the county jail. J.W. Boughner took over the management and conducted the hotel until 1916. Under his management the hotel was known as the Albany Hotel. Opposite the Albany Hotel is the McLarty Block, which was built in 1879. John Hampton of St. Thomas recalled that when the block was first built, people believed McLarty to be crazy to build out in the wilderness. West of the McLarty Block is where the Southwick Block once stood. It was at one time a cosmetics works operated by Armands. This brick building was torn down to make way for a Shell gas station. One thing I remember about the McLarty Block is that the "Human Fly" climbed the front of the building without the aid of ropes or ladders. He concluded his stunt by doing a number of perilous balancing acts on the top edge of the roof with a chair. He returned a year later and climbed the front of the Grand Central Hotel and received the same hearty applause as he had a year before.

East of the McLarty Block on the site of the present service station was the Molson's Bank building. This was built in 1876-77. It had a cut stone front with a small cut stone wall in front near the edge of the sidewalk. When the building was torn down to make way for the service station, the cut stone was sold to a resident of Sandy Mount who used it for the beautification of his cottage. The bank was operated by L.E. Tate, who was manager starting in 1893. It eventually went into bankruptcy. Reynold's Drugstore was the next store west of the McLarty Block. This building later became the Dominion grocery store.

On the south side of the next block opposite was Dr. E.W. Gustin's home and office. The home, which was west of the Imperial Bank, later was the home of Dr. D. McCallum and also a museum. Opposite Dr. Gustin's was the Brommell Block, which was built in 1880. William Jackson had a cabinetmaking shop on the corner of Metcalfe and Talbot streets in the 1870s before the Brommell Block was built. This block at one time was occupied by a hardware store, lodge hall, and offices. The building was built on a section of Benjamin Drake's old farm. The Blackmore brothers opened a hardware there in 1891, and this hardware served the people of St. Thomas for a long time. After the last brother died, the store was closed, and soon after the estate was settled, Mr. Gloin took it over and opened the Gloin Hardware. In the year 1895 marriage licences were issued by Captain McBride in the divisional court office opposite the west-end Imperial Bank. The Kensington Restaurant was located across the street from this bank and was a popular eating place in the 1890s.

Next to Small's Drugstore was Honsinger's tobacco warehouse and store, which until recently had been doing business for over half a century. One notable thing about the store was that it had a cigar store Indian by the name of Mazeppa. I remember an article about this Indian that appeared in the paper quite a few years ago. It seems that a certain old-timer returned to St. Thomas after a long absence and remarked that he had a vivid recollection of seeing that Indian for the first time because he associated it with a real Indian who stopped him and begged him to buy him a bottle of whiskey. This request was bluntly refused. Then

the old-timer went on, "Hardly had the Indian left me when a short and stocky man stopped me and enquired as to what the Indian wanted, and what my reason was for being in town." The next Indian the old-timer saw was the cigar store Indian, which he said was quite new at the time. Incidentally, that short and stocky man was James Flewing, the police chief at the time.

And now we will go back westward and pick up some loose ends. Before the present armouries were built, the regiment was quartered in an old wooden drill shed on the west side of Elgin Street on the southwest corner of Elgin and St. Anne's Place. Later this shed was moved westward onto the site of the present Monarch Knitting Company. Still later, when more commodious quarters were again needed for the local militia, Senator Wilson made the new Liberal government an offer. Senator Wilson was willing to turn over to the government some property he owned on the west side of Wilson Avenue, south of Chester Street, on the condition that a suitable brick armoury be built. The offer was accepted, and the new armoury was officially opened during the centennary celebrations in 1903.

Hincks Street is another important street in the history of St. Thomas, especially in the town's early days. Some of the business houses on Hincks Street were:

Bailey, Eli	Wagonmaker
	7 Hincks Street
Bennett, George	Blacksmith
	11 Hincks Street
Schooley, C.A.	Bicycle maker in the 1890s
	13(?) Hincks Street
St. Thomas Wrought Iron Works	Joseph Lea, proprietor

14 Hincks Street. Some of the wrought iron fences that can still be seen around the old estates of the city were made by Lea.

Ferguson, G.H.	Coal and wood
	16-18 Hincks Street
Benson, E.B.	Grocery
	60 Hincks Street
Downham, Peter	Creamery
	east side of Hincks Street near the railway tracks.
Leach, John	Taxi company

This was later located in the Schooley building, which was part of the old St. Thomas Wrought Iron Works, which was in turn a part of the Haggart Foundry of the early 1870s.

Haggart and Cochrane	Implement foundry
	southeast corner of Hincks and Talbot streets

Knox Presbyterian Church is on the southeast corner of Mitchell and Hincks streets. It was built in 1883 at a cost of $28,000. The early ministers were Reverend Fraser, Reverend F.W. Archibald, Reverend W.H. Boyle, Reverend J.A. McDonald, Reverend D.R. Drummond, and Reverend H.H. McGillivray. Just west of the corner of Wellington and Hincks streets is Wellington Street School. The Central School was built on this site in 1853(?). A four-room building, it was the first public school. It was enlarged in 1872. John Millar was principal of the combined schools until 1878, when a separate high school building was erected at the north end of Pearl Street. Wellington Street School was built in 1898 and was opened in January 1899.

The Anderson Block on Hincks Street was built about the year 1902 and was first known as the Northway and Anderson dry goods. It was built on the site of the Haggart and Cochrane

agricultural implement works. This foundry was started in 1870 and did well for some years, but when the Massey-Harris threshing machine came on the market, the firm, like many others of its kind all over Ontario, had to go to the wall. The site is now occupied by the Anderson store. The W.B. Jennings Block was built in 1895 by the contractor William Reath. An old newspaper clipping in my possession describes the building: "The appearance of Talbot Street in the vicinity of the post office has been greatly improved, and a bad gap filled up by W.B. Jennings' handsome furniture warerooms." This was opposite the *Times-Journal* office. Jennings entered the furniture business in St. Thomas in 1885.

In 1913 the business section from the corner of Hincks to the corner of Southwick Street was as follows:

Anderson's Dry Goods
Houstan, Jas. & Son   Shoe store
Hamilton and Stott   Plumbers
Jennings' Furniture
Trick, W.J.   Resident
Smith, Charles   Cleaner
Armstrong, Alex   Resident
Wong, Charlie   Laundry
Gray, Thomas L.   Medical doctor
Kerr's Undertaking Parlours —
Goodwin's Furniture [sic]
Dominion Bank of Canada

Opposite Goodwin's Furniture (1911) was the Balmoral Hotel, operated for years by Harry Branton and later by John Lewis. The hotel building is in the Viameda Block, and it was built in 1885 by A. Jacobs. The next building is the Hunt Block, which was built in 1882 by Squire Hunt, who was criticized for building out in the woods. Next to the Hunt Block is the Duncombe Block, where the Duncombe Opera was located. This opera house was built and opened about the time of the fire at the Claris Opera House. The Duncombe Opera operated as a popular playhouse for a number of years. Competition between the two establishments was keen. The Duncombe Opera building has been home to other theatres, which were the Royal and the Idle Hour. The latter sometimes featured the "flickers," but the main entertainment was vaudeville. This theatre had ordinary kitchen chairs for seating. When modern movies came to St. Thomas, vaudeville lost its glory, and so the Idle Hour was turned into the Charleton Bowling Alley, which later became the Strand Bowling Alley. T.H. Duncombe in days gone by had a drugstore west of the entrance of Strand Bowling. The stairs were moved over when the store floor was sold to Knox's five and dime store. Some years ago this building was gutted by fire. The first Star Theatre to locate in the city was opposite city hall. The second located next to the Duncombe Block. This theatre was a quaint place with a "nigger's heaven" and side seat boxes with curtains and upholstered chairs. Harry Borbridge remodelled it and it became the Tivoli Theatre. Borbridge operated a shoe store east of the theatre entrance and this store was always well stocked with the best in footwear. A generous man, Borbridge was unusual in many ways. He was a tall man who wore a large black Stetson that was made specially for him. This was accompanied by a large custom-made starch collar. I remember the old stuffed bear that he put out in front of his store every February. The bear wore a placard around his neck that read "Will the bear see his shadow?" Borbridge was an ardent motorist and could be seen driving about at a good rate of speed. This ultimately was the cause of his death.

One story I should mention about Hincks Street is the "battle" that took place on it on Good Friday in 1883. It all started when "Jumbo" Jones brought a gang of hot-tempered Irishmen to St. Thomas on his train. The party was in good spirits until it reached the Hincks

Street crossing, where a gang of Italians was spotted working on the tracks, unconcerned about the sacredness of the day. The Italians ignored the Irishmen's pleas and continued working. Curses and hot words filled the air and it was not long before an Irishman took a swing at one of the Italians. In a moment both gangs were at each other with clubs, crowbars, and sledge hammers. An Italian was killed by a pickaxe to the head. Meanwhile riot calls and alarms were sent out, and eventually the fight was stopped. The Irishman was arrested and sentenced to five years in the penitentiary. J.C. Conley of St. Thomas witnessed the fight as a boy.

Southwick Street has some notable buildings on it, among them the fire hall, City Cereal Mill, Trinity Church, and Centre Street Baptist Church. The fire hall was built in 1882, and in those days it had large stables at the rear for the horses which pulled the fire wagons. When fire trucks replaced the horses, they were sold to farmers, but they could not forget their early training, for when they happened to hear a fire bell, they were off with a rush. It was exciting to watch the horse-drawn hook and ladder in action. The fire department dates back to the days of the Beaver Fire Company, which was a volunteer department in operation sixty and seventy years ago. For years there was a junior and senior fire fighting organization and great rivalry existed between the two. It was a matter of pride to get to the fire first. The first fire wagon was a two-wheeled cart with a hose and buckets, the latter being made of pieces of leather held together with brass rivets. The first fire wagon was drawn to the scene of the fire by men. At first it was housed in the west end of the St. Thomas Hotel on Church Street. Later the town hall was enlarged and space was provided for it and other fire fighting apparatus. A loud and clamorous bell was located in a tower at the rear of the town hall. The first fire engine was also operated by manpower, with about forty men to an engine. Before the municipal waterworks was built, water was stored in large wooden tanks buried at street intersections. The tanks were filled by rain water from the ditches. It is claimed that in times of great need, these tanks would run dry. One of them was situated on the southwest corner of Stanley and Talbot streets. This information was given to me by George Burke, who was a member of the Beaver Fire Company. Jack Barret of Centre Street remembers that one of the fire companies had a depot on Princess Avenue for the district of Millersburg. This building is now used as a Chinese laundry.

Opposite the fire hall is the City Cereal Mill, which at one time was the Adcock Mill. It was converted into a cereal mill in 1910 by R.N. Price. Price at this time was owner of the John Campbell Milling Company. In 1911 Price amalgamated with the Rutherford Milling Company of Blenheim to form the Empire Flour Mills. Price was mayor of St. Thomas in 1912-13. Trinity Anglican Church was built in 1877. Gordon Lloyd of Detroit was the architect and Brainerd and Moore the contractors. The cost was $21,000. On the occasion of the opening on May 27, 1877, the preachers were Reverend Doctor Isaac Hellmuth, then Bishop of Huron, Canon Hincks, and Venerable Archdeacon Richardson. The rector of the church at the time of the opening was Reverend T.C. DesBarres. It is claimed by the old-timers that Hincks Street was named after Canon Hincks. Over half a century ago, Judge D.J. Hughes established a separate church of the Anglican faith on the southeast corner of Southwick and Centre streets. After it was closed, it was sold to Samuel Barret, father of Jack Barret, who had it converted into a dwelling. An interesting feature of the house is the heavy front door and old brass door knocker. The door came from the town's first courthouse.

The southeast corner of Southwick and Talbot was occupied by Ellison and Lewis's lumberyard in the early 1890s. The site was later occupied by a three-storey building that housed Ingram and Davey's hardware, which opened in 1908. After Ingram died, the business was sold to George McMurtry and son, who operated it until the building burned down in the late 1930s. The building was an eyesore until it was purchased by Loblaws and converted

into a two-storey structure. George Ingram and George Davey had purchased the Stacey Hardware Company in 1898. They had two stores then, one being at 323-25 Talbot Street, opposite the Grand Central Hotel, and the other at 625-27 Talbot Street.

On the southwest corner of Centre and Southwick streets is Centre Street Baptist Church. This large structure was built in 1878-79 during the pastorate of Dr. Ellmore Harris. It was during the 1840s that Elder Andrews, a schoolteacher in St. Thomas, gathered the Baptists of the district together. Their first meeting house was on the northwest corner of William Street and St. Anne's Place, and was known as William Street Baptist Church. In 1875 a new Baptist church was formed in the northeastern part of town. This was Zion Baptist Church and its congregation consisted of members of William Street Church living east of the L. & P. S. R. R. tracks. When the present building was built, it centralized the Baptist community, uniting the Zion Baptist and William Street congregations. In 1891-92 another church was organized in the east end of the city on John Street. This was Emmanuel Baptist Church. After a few years it was closed and its members rejoined the Centre Street church. In 1913 a mission was established on Fifth Avenue between Locust and Chestnut streets.

AT THE MONTREAL HOUSE :

lot of Delaines, at 11c per yard, worth 19c ; Balmoral Skirting, at 20c, worth 32c.

☞ALL DRESS GOODS AT REDUCED PRICES!

GREAT BARGAINS FOR ONE MONTH.

Goulding & Rosenberger

☞ The latest style of Hoop Skirts on hand.

St. Thomas, July 4, 1867.

And now let us return to Talbot Street. Opposite the Bell Telephone building on the corner of Hiawatha and Talbot streets was the old Home Bank. The building is now occupied by Diana Sweets. The Home Bank of Canada was managed by Harry T. Gough, who previously had operated the Hutchinson Soda Works. Gough also at one time was principal of the St. Thomas Business College until he became a city auditor. The local Bell Telephone was organized in 1880 and was the first in Canada. The Home Bank was later moved into the same building as the art school, which in 1892 was located over John McColl's fruit store. (The art school was operated by R.H. Whale.) On or near the site of Dowler's Clothing store was George Adcock and Justin Barnard's grist mill, which in the 1890s was known as the City Roller Mill. This mill was first operated by the May brothers. After Adcock opened a mill on Southwick Street, the old mill was known as the St. Thomas Flour Mill. Its address was 447 Talbot Street. West of the City Roller Mill was the Davidson Bicycle Works at 443 Talbot Street, and Mossep's art and paint shop at 445 Talbot Street. To the east of the mill was the Central Block which was built in 1882. This was the location of R.H. Beattie's bakery, which was a substantial business. The remains of the stables at the rear of the building can still be seen on Curtis

Street. The address of the bakery was 467 Talbot Street. To the west of the large store was the Empire Tea Company, known as the R.H. House Tea and Coffee Company in 1898. The site where P. White had his lunch counter and which is now occupied by Gettas Restaurant, is where Philip R. Williams built his residence and undertaking business. He had been employed in the car department of the M.C.R. for six years and then worked for Joseph Strong, a St. Thomas undertaker, for fifteen years. In 1892 he went into business for himself opposite the *Journal* building (which was torn down a few years ago and a Kresges put in its place). Next to the funeral parlour was the Princess Theatre, operated by Jake Hirsch. It was an old-time theatre where one could talk and eat hard candy while silent pictures played on the screen. These were the days of stars like Ben Turpin (who starred in the humorous film *Pride of Pikeville*), Richard Dix, Harrigan Hutch, Hoot Gibson, Tom Mix, Jack Mullhal, Billie Dove, Huntley Gordon, Karl Dand, George K. Arthur, and Norma Shearer. Jake Hirsch's father used to have a dry goods store in the vicinity of the Criterion House in the 1890s.

The next place of interest is the Columbia Hotel on the northwest corner of Talbot and Mondamin streets. Thomas Arnold was the first proprietor. Robert McLean, father of Carl and Harry McLean, operated it for a number of years, then Burgess and Lamont took possession. J.D. Lamont later became proprietor of the Empire Hotel. In the early days of the city of St. Thomas, the Aylmer stagecoach used the Columbia Hotel as a depot. The hotel building later became an apartment building and the Columbia Theatre, the latter being closed for the duration of this war [World War II]. In the days of silent film, pictures were accompanied by the music of Fred Birch and his orchestra. At the rear of the Columbia Hotel was Neil Thody's stable and livery. Later it became Steve Parker's livery and still later G. Johnson's garage. It is now a bowling alley.

In the 1870s, the *Elgin Express* office was located on the site of the present Municipal World Printing Company. The proprietors at the time were R. Moore and Mr. Perry. Horace J. Fell, later police magistrate, came to St. Thomas in 1899 and started working for the Municipal World. He started to practice his profession [sic] in 1905 and was appointed police magistrate of St. Thomas in 1913. The following is a list of businesses located east of Municipal World Printing during the 1890s:

Provincial Provident Institution G.K. Morton,
president, and Henry Lindop, vice-president; Insurance Block
St. Thomas Business College   Second floor, Insurance Block
Beal, Lewis & J.R. Martin   Tailor shop opposite the Insurance Block,
343 Talbot Street
Wood, A.J.   Boots and shoes,
345 Talbot Street. For a short time, the Strong brothers were located here.
Elgin Loan Company   *346 Talbot Street*
McLachlin, Robert   Bookshop
349 Talbot Street
Youman, W.E.   Undertaker,
348 Talbot Street; later moved eastward
Pincombe, R.T.   Butcher.
350 Talbot Street
Luscombe, Samuel   Printing shop,
351 Talbot Street
Pinfold & Reeks   Wines and liquors,
352 Talbot Street. This was later the site of Cash Bargain Grocery.
Begg, James   Tea and coffee,
354 Talbot Street
Hopkins, J.H.   Photographer,
355 Talbot Street. Hopkins was born in St. Thomas in 1857. He worked for W.A. Cooper for six years, and later for W.E. Lindop as a partner in the firm of Scott

in 1821. McNeal therefore deeded three acres of land for five shillings to Bishop McDonell and Father Cullen on May 31, 1831. On this lot, now in the heart of the city, the original wooden church was built shortly after. It is now about to be replaced for the second time by a frame ediface. The original church had been built by John Doan. McNeal deeded the south half of his 200-acre farm to his son Hugh, who parted with it before many years. Since that time the land has been connected by Wilson's bridge with the north and brought into the present city. The north part of McNeal's farm was deeded to his daughter, the wife of John Davis. This land was later laid out into town lots by Messrs. White and Mitchell. The first mass in St. Thomas was celebrated by Reverend Father McDonell in July 1827. A parish house was erected in 1833. The frame building was replaced in 1871 by a brick church under Father Flannery. It was during the time of Father T. West that the present structure was built in 1911 at a cost of $75,000. It is able to seat over 1,200 persons. The site of the first Roman Catholic church was used for the Catholic separate school in 1870. At the same time, an ad-joining convent was built for the Sisters of St. Joseph. The order took possession on February 2, 1879, and has provided the teaching staff until the present time. The first superior was Mother Bonaventure, and the first teachers were Sister M. Bernard and Sister M. Celestine. In 1904 and 1914 extensive improvements were made to the school building, and a little over a decade ago, a basement was added to the buildings.

The Capitol Theatre was built during the mayorship of John Jagoe, who officiated at the opening of the theatre and the adjoining block of offices and stores. Until 1914 the site of the theatre had been occupied by the old Y.M.C.A. The "Y" was started in 1861 during a meeting presided over by Dr. Alonzo Burns at the home of H.B. Pollack. The first president was Nelson Burns, brother of Alonzo. In a short time other interested young men joined the organization, and a second meeting was held in the grammar school, which stood on the grounds north of Judge Ermatinger's property. This was the first seat of secondary education in Elgin County, and for a time, all Y.M.C.A. meetings were held here. (Later this building was moved to the Central School site, and still later, the frame structure was moved to another site south of there.) The demand for a Y.M.C.A. grew to such proportions that a meeting was held in 1881 at the Canada Southern building for the purpose of inaugurating a railroad Y.M.C.A. W.J. Orr was the first paid secretary, with George Fuke as assistant; this was in 1882. The location of the organization at that time was in a few rooms over Midgley's store. These rooms came to be used chiefly as a hospital for men injured on the railroad for there was no hospital in St. Thomas at this time. After a time, more room was needed for a gym-nasium. In 1896 gymnasium equipment was purchased, and an instructor was hired for 50¢ a night. The Y.M.C.A. building on the site of the present Capitol Theatre was built in 1900 on what had been Penhale property. The present Y.M.C.A. building was built in 1914, with the cornerstone being laid by Canada's governor-general, the Duke of Connaught, on May 5, 1914. T.A. Dimock was the longest-serving (and best liked) secretary from 1930-39. H. Hem-bruff is the current secretary of the "Y."

Behind the Capitol Theatre there were the Western Dairy, the Neal and Norris bakery, and Griffin's Cold Storage plant. The Western Dairy first occupied a brick building next to the M.C.R. tracks, but over a decade ago it moved into a new building on St. Catharine Street. All three buildings have been torn down in the years gone by, but a new building was put up on the site of the Neal and Norris bakery by WonderBread. The dairy was organized in 1903 with Robert Johnson as the first manager. He was succeeded by James Bristow in 1905.

The following is a list of businesses on the south side of Talbot Street from the Capitol Theatre to the corner of Railway Street (now Princess Avenue) during the 1890s:

Meek Brothers	Harness dealers, *518 Talbot Street*
Marlatt, Jehiel	Flour and feed, *520 Talbot Street*
Crocker, John and George K.	Leather findings, *524 Talbot Street*
Griffin, F.M.	Meat packer,

528 Talbot Street. The Western Dairy later occupied this building. The old pig-shaped weather vane was preserved as a garden ornament.

Pincombe, R.T.	Butcher shop *on the site of the present east-end Imperial Bank.*

The St. Thomas College of Telegraphy was located in the Griffin Block in 1906. This site later was chosen as the new site of the east-end Imperial Bank of Canada. [Whether this is the same site as R.T. Pincombe's butcher shop is not clear.]

According to John Hampton, the area east of Crocker's Block contained frame stores. The Meek brothers learned the harness business from Henry Borbridge between 1863 and 1867, and then established their own business, the first one being on New Street. Their next location was on William Street and at the same time, they opened an east-end branch opposite Moore's tannery. Thomas Meek was mayor of St. Thomas in 1905. George K. Crocker came to St. Thomas in 1856 and learned the leather trade from William Lipsey. He then went into business for himself from 1864 to 1878. After his plant burned down in 1878, he opened a leather goods store which he sold to Meehan and Regan in 1905.

And now to the north side of Talbot Street from city hall eastwards to St. Catharine Street during the period of the 1890s:

City Hall

Begg, Charles	Second-hand dealer, *523 Talbot Street*
Smith, A.S.	Wines and liquors, *525 Talbot Street*
Watson, William	Bookstore, *527 Talbot Street*
Worth, William	Tailor, *531 Talbot Street*
Meehan and Regan	Shoe store, *533 Talbot Street*
Peters, Peter	Butcher,

535 Talbot Street. During the early 1890s R.J. Miller's photograph gallery was located above the butcher shop.

George A. McMurtry had a hardware store on the site of the present Home Dairy. Next to McMurtry, on the corner, was the Egan brothers' grocery. This was at 539 Talbot Street.

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Our city hall has an interesting background. The first town hall was located opposite the Brommell House on Stanley Street. When it was decided to build a new town hall, the result was an avalanche of offers for the new site. When the vote was first taken, the Anderson site was offered but it was instantly rejected. The Idsardi site was offered for $1 but this too was voted down. Next was the Ellison site. Meanwhile Lew Dake started a petition for the purchase of the Idsardi site, it being proposed that this time the city be forced to take it at a substantial price, and this is actually what happened. The Idsardi site was one corner of Moore's tanning yard, which was at the time a bog hole. There was much argument about whether the soil was suitable for the foundation of a new building. Because of this, clay was transported to the site one night and planted there. The next day Lew Dake put up a sign near the spot declaring "This is the kind of ground we propose to build the city hall on. Ratepayers, come and see for yourselves." The next night being Hallowe'en, some west-enders secured a private toilet of long service, placed it on the proposed site, and left a sign on it, "Lew Dake's New City Hall." The toilet was duly removed the next day and a guard placed to watch the site thereafter. The vote to build the new city hall on the Idsardi site was carried by a majority of seventeen. Lew Dake climbed to the roof of his hotel and gave vent to his joy, and that night opened his hotel to the public with drinks on the house. The new hall was built in 1898 by Ponsford contractors. Moore's tannery was situated on the site of the present engineer's office, west of the Moore Block.

Mondamin Street was first known as George Street and it extended as far as Lawrence Street, now Curtis Street. In the 1870s it only extended north from behind the gas works. At that time a large ravine separated George and Mondamin streets. James Singer had a mill (which later burned down) on the side of this ravine. On this same land a little to the south was the Western Mattress and Spring Company. Its address during the 1890s was 131-35 Curtis Street. The gas works, located near Singer's mill, was built in 1874 by the contractors Connelly, Naylor and Company of Pittsburgh. This plant provided light and heating for the early

city of St. Thomas. The site of the gas works is now a small park, known as Central Park. When St. Thomas was a village, this piece of land was used as the fairground, and it had a frame exhibition building or crystal hall as it was called then. This crystal hall was near the site of the present Public Utilities Commission's sub-station. The hall was subsequently turned into a dwelling and still later torn down. Before this part of town was thoroughly settled, there were small ravines and deep ditches criss-crossing the area. One ravine extended from Lindop's Flats to the centre of present-day Mondamin Street. The other ran eastward from Lindop's Flats to Hiawatha Street and then branched northward to end on the north side of Eagle Street. These ravines have since been filled up and levelled over.

Hiawatha Street in the year 1872 extended only from the edge of a ravine on that street northward. The area south of the ravine to Talbot Street was known as Francis Street. The ravine extended from Lindop's Flats to the site of the old gas works. Before the ravine was filled in, a bridge was used to cross it. At the north end of Hiawatha Street were two places of note. One was Chalmer's Hotel, and the other was Mrs. Bennett's Hotel. The latter remained in business for a few years after the railway boom. There is now a coal yard at the north end of Hiawatha Street. It was started by H.W. Swift in the mid-1890s. A block south is an old brick building known as the Stover Block which was founded in 1885. This was the location of Mrs. Mary Stover's grocery. On the northeast corner of Hiawatha and Owaissa streets was the College of the Disciples, founded in the late 1890s. The faculty consisted of the following:

T.L. Fowler, M.A.	President and professor of Greek and sacred literature
W.P. Cunningham, B.A.	Pastoral theory and history
McKillop-M.D. [sic]	Latin and literature
Margaretta Saywell	Elocution and oratory
Dr. Leonard Luton	Physical science

The college later became the Hiawatha Street School for the mentally deficient. It was closed a few years ago and is now an apartment building. Hiawatha Street had two blacksmiths in the 1890s, Thomas Trigger and Ed Gowman at 18(?) Hiawatha.

Princess Avenue was first known as Railway Street and it had a great deal of importance in the early days of St. Thomas. There was a racetrack and fairground south of the corner of Elizabeth Street. The main gate of the fairground was situated where Christ Church now stands. Opposite the main gate to the east was the L. & P. S. R. R.'s first railway station. The fairground extended southward as far as what is now known as Rosebery Place. Then it was extended westward as far as Hincks Street. Between Hincks and Railway streets there was a racetrack with a half-mile circuit. The main grandstand was located between Elizabeth and Wellington streets. Races were held there annually on Victoria Day. The first Christian Church was a frame ediface on the corner of Elizabeth and Railway streets and was built in 1880. Previous to this date, members had met at a little church at Yarmouth Heights. The St. Thomas church was built with the proceeds from the sale of the Yarmouth Heights property. The first minister was Reverend E. Sheppard. The present Christ Church was built on the site of the first church in 1907.

On the corner opposite the church was the Railway Exchange Hotel, which was operated by Mrs. Mary Vail. J.H. Still, who had been a shoe merchant, opened a handle factory on the southeast corner of Wellington and Railway streets. The mill eventually burned down and he opened a new plant on Elm Street. He purchased the old exhibition hall on Elm Street and renovated it into a handle factory. It was J.H. Still who electrified the street railway in 1899. Before Still took over the St. Thomas Street Railway, it was managed by Samuel Chambers. In those days, one could ride around the town all day for a nickel. Just before

the street railway was closed, a celebration was held in the city. At this time, the *Tooneville Trolley* was a popular comedy. For the celebration, one of the street cars was decorated to resemble the trolley in the comedy, and several of the employees dressed up as the Skipper, Fatima, and other characters. When the street car firm ceased to operate, a jitney-bus service was established. With each jitney-bus being privately owned, competition was high. In 1929 a bus company came in and relieved the situation.

The St. Thomas Pipe Foundry was located on the south side of Princess Avenue a little east of the southeast corner of Wellington and Princess. It was into this firm that the merchants and capitalists of St. Thomas put their money and lost it as a result of mismanagement. The plant was sold for scrap.

Some of the business establishments on this street during the '90s were as follows:

The People's Coal Co.	*Southeast corner of Talbot and Railway streets*
Ashbury, Ed	Blacksmith
Hildred, T.W.	Wagonmaker,
	4 Railway Street
Putnam, W.H.	Livery
	near the rear of the Dake House

The Dake House was located a little to the east of the southeast corner of Talbot and Railway streets. It was built in 1881 by Luman Dake, who operated it until he retired in 1904. Alfred Calver then took over and remodelled the hotel in 1906. At the time of the opening, Calver ran the following ad in one of the newspapers: ''The stabling accommodations are the best in St. Thomas and are much appreciated by farmers and travellers. It is an underground stable in a brick building, containing every possible convenience.'' Opposite the Dake House was the Arlington Hotel, which was on the same site as the present-day hotel. The first hotel to stand on this corner was the McNulty House. The St. Thomas Pump Works, operated by G. Oliver, was located at 629 Talbot Street during the 1890s and later was behind the McNulty House. The first hotel building had been the business house of Goodhue and Shaw and was used as a store by James and William Coyne, who rented it from Goodhue. Mr. Goodhue later sold the building to Dr. Southwick, who in turn sold it to Patrick McNulty. McNulty had the building moved to the northeast corner of Talbot and St. Catharine streets in 1870. It was moved north to the present site to serve as a stable for the hotel. The Arlington Hotel burned down some thirty years ago and the present brick structure was renamed the Talbot Hotel. Some of the proprietors were Patrick McNulty, D.J. McNulty, Mike and George Rellis, and then A.P. and J.C. Conley.

St. Catharine Street was a busy street in the past. In 1872 Metcalfe and Morse had a planing mill there. In 1892 some of the businesses along the street were:

Calver, William	Livery,
	14 St. Catharine Street
Davey Brothers	Blacksmiths,
	19 St. Catharine Street
Bailey, Fred	Wagonmaker
Garrow, George	Planing mill,

corner of Curtis and St. Catharine streets. This was later operated by Ed Hatch.

In the year 1898 there were:

St. Thomas Laundry	*14 St. Catharine Street*
Erie Iron Works	*Northwest corner of Curtis and St. Catharine streets.*
Searle, George and W. Moody	Grocery and butcher shop, *51 and 53 St. Catharine Street*
Ryckman, J.L.	Baker, *corner of Kains and St. Catharine streets*
Salvation Army	Citadel *opposite the Erie Iron Works, built in 1898.*

W. Moody came to St. Thomas in 1892 and was for several years employed by S. Dubber. He then opened a business on St. Catharine Street. In 1903 he became a partner of Ernest Clark, forming a butcher shop known as Moody and Clark in the Hunt Block on Talbot Street. In 1905 he opened a cold storage plant on Talbot Street West and started packing pork. This was just where the St. Thomas Packing Company had been on the Gravel Road. The St. Thomas Packing Company had been organized in 1897 by John Lyle. Moody became manager of this company. The plant burned down some twenty years ago. The St. Thomas Packing Plant was built near Colonel Gossage's brick house, which stood opposite the cemetery gates at the summit of Sebastopol Hill. The remains of the packing plant later became the Crystal Ice Plant.

St. Catharine Street in the year 1910 had the following businesses:

White, Thomas	Livery. *14(?) St. Catharine Street*
Metallic Ceiling Co. or St. Thomas Sheet Metal	*16 St. Catharine Street, G.T. Stewart, proprietor.*

Stewart moved to St. Thomas with his parents in 1878. He served his apprenticeship under James Atcheson, who had a hardware in the Elgin Block. Stewart opened a tinsmith shop on St. Catharine Street in 1906. Trade became so brisk that he later built a business at 16 St. Catharine Street.

Thompson, John	Printer, *18 St. Catharine Street*
Stewart, W.J.	Grocer, *41 St. Catharine Street*
Searle and Moody	Butchers, *51-53 St. Catharine Street*
Neil, George	Confectionary, *81 St. Catharine Street*

In 1915 we find the following business houses:

St. Thomas Steam Laundry	*12-14 St. Catharine Street*
St. Thomas Sheet Metal Works	*16 St. Catharine Street (18 St. Catharine Street was then vacant)*
Williams, Thomas	Elgin Livery, *22 St. Catharine Street*
St. Thomas Vault Works Stevens, G.R.	Grocer, *41 St. Catharine Street*
Rinn, G.R.	Butcher, *51-53 St. Catharine Street*
Belton Kerrington Bill Posting Co.	*Next to Rinn's butcher shop*
Shaw's Grocery	*80 St. Catharine Street*

Some of the businesses in 1921 were:

Dodge Brothers	Garage,
12-14 St. Catharine Street. Later the site of St. Thomas City Dairy.	
Taylor, E.J.	Shoe repair,
	11 St. Catharine Street
St. Thomas Sheet Metal Works	
St. Thomas Motor Sales	*18-21 St. Catharine Street. Later the site of*
	Elgin Motors.
Harding & Co.	Wholesale warehouse
	opposite the Vault Works
Abbott, J.E.	Grocer,
	51(?) St. Catharine Street

The first settlers in the area east of the L. & P. S. R. R. tracks were John Miller, Daniel Mann, and Samuel Thompson. Thompson, a hatter and furrier by trade, was a former British spy and member of Butler's Rangers. He located on what is now Horton Street at the extreme north end on the Kains Street side, and here he lived until his death. Jacob Berdan built a frame house on the site of Thompson's cabin in 1841-42. Berdan had a shop where J.E. Smith built a hardware in 1874. John Miller settled on Lot 5, Concession 9, which was north of the tracks on Woodworth Avenue. Miller operated the Dufferin House on the site of the present International Hotel. This district was known as Millersburg until 1882.

J.E. Smith built the Smith Block on the northwest corner of John and Talbot streets in 1873. At that time, it was one of the largest hardwares in the district. Smith later built additional blocks onto the first one. In 1879 he built the Masonic building and the following year he added another extension to his business block. The Smith Block has seen many businesses come and go. There was the People's Theatre, managed by Jacob Hirsch. On the same site there was at one time George W. Smiley's hardware. Next to the hardware was an undertaking establishment operated by the Moore brothers in the late 1890s. In 1905 William U. Latornell established the east-end branch of Molson's Bank on the northwest corner of John and Talbot streets. Opposite Molson's Bank was G.W. Midgley's clothing shop, which had been established in 1883 by John Midgley, who was mayor of St. Thomas in 1887-88. He first came to St. Thomas in 1862 and purchased Henry Ealdwell's clothing store. This is now known as the Cut-Rate Store. Before Molson's Bank was established on the northwest corner of John and Talbot streets, L.H. Tarrant had a tailor shop there in the early 1890s, and just before the bank was established, G.T. Hair ran the east-end grocery there. On the northeast corner, C.A. Hammond had a cigar store and poolroom, which he operated from 1893 until 1913, when he sold out to W. Martin. East of Hammond's Cigar Store was Greene and Sharpe's theatre, which at first did not have chairs for the audience. Cal Ellis was the projectionist at the time. During one of the screenings, the celluloid film caught fire. Ellis immediately closed all openings into the projection room so as to keep the audience from knowing about the fire. Somehow he managed to signal one of the ushers to call the fire department. On his way out, the usher informed the pianist, Miss Standish, a stranded vaudeville performer who did odd jobs. The theatre had been thrown into darkness as soon as the fire started, and the audience began to get restless. Miss Standish kept playing and had the audience accompany her in a sing-along so that panic would not break out. Ellis remained in the oven-like projection room until the fire department arrived and extinguished the blaze. He is reputed to have had the first automobile in St. Thomas.

The Empire Hotel at Talbot and Ross streets had been the Wilcox House in its younger days. Jake Wilcox was the first owner and proprietor. Others were Jack Lamont, George Nunn, E.E. Fuller, C. Ingram, W. Armstrong, and George Armstrong. Blanchard Havercroft, a hack driver, had his stables at the rear of the Wilcox House. One of the stories passed down about

him concerned his efforts to get a passenger to the train station on time. One day Havercroft was parked in front of the M.C.R. station waiting for business when a gentleman came rushing out of the station and demanded if Havercroft could take him to the G.T.R. station in three minutes flat because he had to catch a train going back to the destination he started from. Havercroft said he could, and they were off down Talbot and Flora streets. As he wheeled around the corner onto Kains Street, he saw that the gates were down at the L. & P. S. R. R. crossing. He whipped his horse up faster and crashed through the gates, getting his passenger to the other railway station just in time. The grateful gentleman gave Havercroft $10 and told him to keep the change. The damage to the gates cost Havercroft $5. Havercroft's stable at the rear of the Wilcox House was first known as the Park Livery and was operated by H. Overmeyer during the early '90s. Overmeyer also had another stable, the Star Livery, at 195 Talbot Street. This business was later taken over by E.F. Cohoe and became known as the Bon-Ton Livery. It was located west of where Jones's flour and feed store is today.

According to the 1893 city directory of St. Thomas, John Leach had some carriage showrooms at this [sic] address at that time. At the same time he had a branch business on Metcalfe Street opposite Wegg's Wagonworks. It was then known as the City Livery and Cab Stables. During the 1920s Leach outfitted his cab service with Model T Fords, better known as the camel-back. Charlie Chaplin at this time was ridiculing the Model T in his slapstick comedies, and so anybody who owned a Model T was the butt of all jokes. The Fords Leach bought were all four-door sedans with disk wheels. When they were driven around corners too fast, the doors would spring open. I can still see Leach in my mind's eye sitting on a hard chair in front of his garage on Hincks Street. Long after he had ceased driving cabs, he continued to wear his cab driver's hat and blue serge suit. In the mid-1890s he established a branch business on Elgin Street. He had an undertaking business and the Central Livery, which were located on the site of the present tin barn garage.

Jack Barret of 178 Centre Street remembered Ross Street when it was a narrow dirt road, and when most of the business section was but a short distance from the main street. The M.C.R. built a subway in 1908, thus opening new opportunities for this street. Ross Street was planked in 1881. During the days of the railroad boom, Ross Street, like many other streets in town, had a hotel. It was built by a Mr. Harvey, who operated it for many years. It is now used as a residence. The hotel was located on the west side of Ross Street, just north of the Sanders and Bell planing mill. Opposite the hotel was a flour mill which turned out rolled oats. Below is a list of businesses on the street in 1892.

Gilbert, Daniel, and --- Smith	Butchers, 3 Ross Street
Bredner, James	Coal and wood, 36 Ross Street
Clark, Thomas	Grocery, 62 Ross Street
Ley, T.H.	Shoemaker, 63 Ross Street
Lilly, James	Grocery, 65 Ross Street
Davis, Thomas T.	Shoemaker, 69 Ross Street
McDonald, A.R.	Grocery, 81 Ross Street
Precions, William	125 Ross Street
Trott, William	133 Ross Street
Hawes and Mitchel	Planing mill, corner of Amelia and Ross streets

Freek, Jesse P.   Brick manufacturer
*He supplied the bricks for Alma College when it was built in 1880. Freek first
had a brickyard on Erie Street some 200 feet from Ross Street.*

In 1913 these were some of the businesses on Ross Street:

Campbell, H.E.   Hardware,
                            81-83 Ross Street; now Barrett's Hardware.

Cutler, ---   Furniture,
                            89-91 Ross Street

Anderson Bros.   Barbers,
                            93 Ross Street

Ben, Charlie   Laundry,
                            97 Ross Street

Davis, T.T.   Shoemaker,
                            101 Ross Street

Waddell, E.C.   Grocery,
                            107 Ross Street

Bond, F.M.   Candy store,
                            109 Ross Street

McLachlin, ---   Drugstore,
                            115 Ross Street

Gall, Miss J.   Dry goods,
                            119 Ross Street

Boyce, William   Grocery,
                            northeast corner of Wellington and Ross streets

Smith, C.P.   Grocer and butcher,
southeast corner of Wellington and Ross streets

Hume, Miss M.   Millinery,
                            127 Ross Street

Puddicombe, E.   Barber,
                            133 Ross Street

Lovell, S.   Shoemaker,
                            145 Ross Street

McDonald, Mrs. E.   Grocery,
                            145 Ross Street

Cook, Foster   Plumber,
                            165 Ross Street

Ben, Charlie   Laundry,
                            181 Ross Street

McCance, Emerson   Grocery,
                            207 Ross Street

Poole, T.S.   Grocery,
                            239-41 Ross Street

Woodford, W.F.   Grocery,
                            273 Ross Street

The west side of Ross Street reads as follows:

Sanders and Bell Planing Mill
Bradley, William   Tinsmith,
                            66 Ross Street

Abdo and Korry   Confectionary,
                            66 Ross Street

Stenton, Dr. D.K.   *66 Ross Street*
Down, S.W.   Tailor
Killingsworth, C.E.   Upholstering,
                            72 Ross Street

Richard Sanders, father of Edgar Sanders, came to Canada in 1871 and settled in St. Thomas, working as a carpenter until 1873, when he undertook a general contracting and building business for himself. He ran this business alone for twenty-six years. He was in partnership with Samuel Hawes for a year, and in 1900 he formed a partnership with James A. Power. The firm Sanders and Power operated until Power's death in 1906. In 1909 the firm became known as Sanders and Bell. Another old-timer of Ross Street was Harry A. Turnpenny, who settled in the city in 1876. He operated a painting and decorating business on Ross Street from 1878 to 1907. He established a store in the Southwick Block in 1911. Another old industry in the Ross Street area was the stave works of Sutherland and Innes on the west side of First Avenue and Wellington Street. This was in 1911.

When the Myrtle Street area was first surveyed, the site on which Myrtle Street School is now located was intended to be a park. The first school was a four-room white brick building built in 1881 and opened in 1882. It was enlarged to eight rooms in 1888. The first principal was Miss M.E. Smyth. The present building, which at one time was the finest in St. Thomas, was opened in January 1904.

West of Ross Street on Wellington Street is Central Methodist Church, which was organized in 1874 by Reverend A.E. Griffith. The first services were held in the old Canada Southern Railway station until a church was built on the present site. It was then known as the Methodist Episcopal Church. It was enlarged in 1888 and renamed Central Methodist Church. The present church was built in 1897 and a parsonage was built east of the church in 1899. The church later became known as the "Railroad Church" because railroad men placed a large, expensive window in it, which included, along with the usual designs, a locomotive headlight, locomotive front, and Pullman coach. The founding of Alma College was largely due to the efforts of this church. The idea of Alma College as a residential school of higher education for young women was suggested by Bishop Carman and Reverend A.E. Griffith and was approved by such men as Sheriff Munro, A. McLachlin, Colin McDougall, M.P., Judge Hughes, Captain Sisk, and Mayor John E. Smith. A charter was duly obtained from the Legislature of Ontario in 1877. The college was built at a cost of $45,000. Henry Lindop was the contractor. The cornerstone was laid on May 24, 1878, by the Honorable Adam Crooks, Minister of Education. The honor of naming the college was given to Sheriff Munro, who had recently lost his wife. He was pleased to preserve her name and that of his daughter, Mrs. J.C. Duffield of London, in the name Alma College. It opened on October 13, 1881. An additional building was erected in 1888 on the west side of the main building. The cornerstone was laid by Mrs. Mary Carman, wife of Dr. Carman, on May 24, 1888. The new building was named McLachlin Hall and was formally opened on October 16, 1888, by the Honorable G.W. Ross, Minister of Education. Reverend B.F. Austin, B.D., M.A., was the first principal. He was succeeded by Reverend R.I. Warner, M.A., D.D. In 1918 Dr. Warner asked to be relieved of his duties due to his failing health. Dr. P.S. Dodson, M.A., was appointed in his place, the appointment being made at a special meeting of the General Board on April 21, 1919. Dr. Dodson assumed his position on July 21 that year. He retired in 1947 and was succeeded by Reverend Miller.

John Street, as insignificant as it appears today to the average citizen, had its moments of importance in the past. Half way down the street on the east side is where Emmanual Baptist Church once stood. It was built in 1891-92, but it was used for only a few years. Reverend A.H. Munro was minister. In 1941-42 a large building at the rear of the Smith Block was torn down to make way for the Canadian Legion hall. The demolished building at one time had been the roller skating arena.

Another street of interest is Flora Street, which was named after Mrs. Flora Ross. (Ross Street was named after her husband, William Ross.) According to an 1877 map, it had only a few houses scattered here and there along a muddy road. Flora Street owes its growth to the coming of the Canada Southern Railway in 1872. The history of St. John's Anglican Church is also linked with the Canada Southern Railway. The arrival of the Canada Southern (now the New York Central) in St. Thomas in 1872 resulted in the arrival of many new families who took up residence in the district convenient to the railway shops, which was then known as Millersburg. The only Anglican church in the city at that time was the pioneer church on Walnut Street. Prior to the building of this church in that area, church services and Sunday school were held in the waiting room of the Canada Southern Railway, with Reverend W.B. Rally officiating. While services were held temporarily at the railway station, steps were being taken to provide more convenient church accommodations for the district. On August 1, 1872, John Burch Miller deeded to the Church Society of the Diocese of Huron property on Balaclava Street to be used ''either as a site for a church or in the event of a more eligible lot being selected for a church site within St. David's Ward in the said town of St. Thomas, then in trust to sell, dispose of, and convey the same and apply the proceeds of such sale towards the erection of a church in the said ward.'' The gift was used for the first St. John's Church, a frame building which was started in 1872 and opened on Easter Sunday, April 13, 1873, as a mission in connection with the old St. Thomas Church. Reverend S.L. Smith was the first minister, remaining until 1887. The old St. Thomas Church was closed for regular services in 1877 with the erection of the present Trinity Church. In 1881 the mission was separated from the Trinity parish, being included in a parish with Glanworth and later being joined with Port Stanley. In 1896 it became an independent parish. About this time a rectory was built near the church on Balaclava Street. Later it became apparent to the parish that it needed a new and larger church in a more central location. The closing of some of the streets in Millersburg by the M.C.R. made it impossible to cross the tracks except at Ross Street and First Avenue. Reverend W.A. Graham and the wardens, F.W. Sutherland and J. Batiste, arranged to purchase the site of the Blewett planing mill on Flora Street. The cornerstone of the new church was laid on October 4, 1909, by Judge J.D. McWatt of Sarnia. The church was opened on May 22, 1910. The Right Reverend David Williams, Bishop of Huron, officiated, and the Venerable Archdeacon Hill, Reverend C.J. Bourne and the rural dean Reverend A.B. Farney, assisted. About this time, another development in the church life of the city took place. This was the building of St. Luke's Church, Yarmouth Heights. It was dedicated on September 9, 1917. St. John's parish on Flora Street was opened October 25, 1929.

The Michigan Central Bridge in 1926.

The business section of Flora Street in 1892 was as follows:

Cole, Robert   Planing mill,
                        16 Flora Street
Calvert, George E.   Livery,
31 Flora Street. Previously a theatre and later the site of Arthur Voaden Vocational School.
Kains, Mrs. James   Grocery,
                        100 Flora Street

In 1900 there were the following businesses:

Cole, Robert   Planing mill,
                        14-16 Flora Street
Parcel Delivery   *31 Flora Street*
Kains, Mrs. James   Grocery,
                        100 Flora Street

In 1924 we have the following:

Gale, William   Shoemaker,
                        15 Flora Street
Sims, Bert   Auto repair,
                        17 Flora Street
Stevenson, George R.   Grocer,
                        61 Flora Street

Before Bert Sims opened his business on Flora Street, the building had been used as a stable by W.E. Idsardi, who settled in St. Thomas in 1871. He took up real estate in 1878 and was mayor in 1895-96. Atlantic Park at the northern end of Flora Street was a popular recreational spot before Pinafore Park opened in 1903.

Pinafore Park had been the farm of E. Yarwood. The lake was formed by Emanuel Rockney, who had a grist mill on the west side of the valley. The mill site was opposite the present pump house. The mill changed hands many times, some of the owners being Mr. Gordon, David Gorman, and James Ellison. Robert J. Miller of St. Thomas told me in 1937 that he remembered seeing the Yarwood pond dry up for several months in his early boyhood. He also remembered when the meteor dropped on Yarwood's farm. It was a hot sultry afternoon and the boys, including himself, decided to go swimming in the pond to cool off. While they were frollicking in the water, a thunderstorm broke out and it started to rain. The boys noticed an unusual roaring sound that seemed to come from the sky and grew steadily louder. All of a sudden, in a flash of light, a meteor hissed across the sky and landed with a loud thud between Yarwood's barns. Miller, when I last spoke to him, firmly believed that the meteor was still buried where it landed. This spot is now part of the park's roadbed. Miller also recalled the open-air theatre which was operated by George Stacey in the park beside the lake. Between the years 1923 and 1938, William Stoner operated refreshment booths, a boathouse and other concessions in the park. It was due to his efforts that Pinafore Park was put on the map. The park has been the scene of many happy events, but its history is also marked by a few tragic accidents. One of them was the *Swan Boat* tragedy, which occurred on July 6, 1925. Eight people died when the overloaded pleasure boat, operated by the park concessionaire, sank some two to three hundred feet off the south shore of the lake. The victims were members of the Sunday schools of Trinity and St. John's Anglican churches and were returning at the end of an afternoon outing at the park. There were twenty-one children and two women on the boat. Witnesses stated that the accident was so sudden and they were so horror-stricken that at first they were unable to react. A young minister tore off his coat and shoes and dove in off the bank, thus spurring the other men on shore to do the same.

(I missed this particular boat ride because my father was anxious to get home to supper.) On shore, frantic parents searched the crowds for lost children. The bodies were laid out under the boathouse as they were recovered, and identification of the victims continued into the night. The victims were as follows:

Mrs. T. Watts
Jean Robinson — age 12, daughter of Sherman Robinson
Edith May Robinson — age 8, daughter of Sherman Robinson
Frances Vidler — age 11, daughter of Hugh Vidler
Jean Murray — age 7, daughter of Thomas Murray
Heack Alfred Sutherland — age 5, son of J.A. Sutherland
Roland Smith — age 5, son of E.H. Smith
Murray Barnes — age 8, grandson of Charles Murphy

I should mention another of the city's recreational areas here, namely the athletic park, which also came into being in the first decade of the 1900s. In the year 1908, baseball and other amateur sports such as lacrosse, football, tennis, and cricket began to grow in the city of St. Thomas, and with them, the need for an athletic park. A few public-spirited men became interested in the ravine north of East Street. A meeting was called by the promoters and the St. Thomas Athletic Club Limited was formed to purchase and develop the property. A charter was taken out and shares in the venture were sold at $10 each. Sufficient funds were acquired to enclose the athletic field with a high board fence and to erect a wooden grandstand. The association continued to operate until 1914, when the city assumed control by purchasing the mortgage. The park has remained a public recreational ground since then.

When the Canada Southern Railway came through this fair city in 1872, it had to cut a section off Thomas Williams's house, which was on the southwest corner of the railroad yards. The trees in the M.C.R. park were planted by Williams, the park once being part of his estate. It is said that in the early 1880s there were no more than half a dozen houses east of Ross Street. A.E. Wallace and Dr. Corliss had their homes in this vicinity at this time. Dr. Corliss built a business block on the northwest corner of Horton and Talbot streets in 1885. Opposite the Y.M.C.A. in the Idsardi Block there was at one time the old Grand Union Hotel. It was operated by R.G. Armstrong in the early 1890s. Other proprietors were William Brommell, Cy Stockton, and George Armstrong. Armstrong later took over the Wilcox House.

The northeast corner of Horton and Talbot streets was the site of a number of early hotels. The first hotel on the site was the Heenan House, which was moved back onto Horton Street to serve as a dwelling when the three-storey brick building was built on the corner. The new hotel was the Queen's Hotel, named after Frank McQueen, who built it. He also had a hotel on the southeast corner of Queen and Talbot streets. About two decades ago, the name was changed to the Parkview Hotel, then to the Caladon Hotel, and now it is once again known as the Queen's Hotel. Frank McQueen was succeeded by David Robb and then George S. McCall. McCall was born in 1864 in Union. He was at one time one of the best known and experienced hotel men in the province, having been brought up in the business by his father, who operated hotels in Union, Port Stanley, Sparta, St. Thomas, and Fingal. The father also at one time operated the Lisgar House. After his father died in Fingal in 1899, George continued in the hotel business there until 1905, when he purchased the Queen's Hotel. A short distance east of the Queen's Hotel was the American Hotel. This spot is now occupied by the Jackson Bakery. The American Hotel was the stopping place of the railroad men in the early days of the Canada Southern Railway. It was operated by Dennis Salter and later by Jerry Crowley, Calcott, and Reath. East of the American Hotel was the Dufferin House, which was first operated by John Miller. It was replaced by the brick International Hotel. Tom Coffey was the first owner. He was followed by his son Robert E.,

who operated the hotel for a long time. Other proprietors were Amos and John Barnes, H. Lillicrap, and Lorne Turner. East of this was a little-known hotel called the Caughlin House on the corner of Alma and Talbot streets.

The present marketplace on Manitoba Street was established after a long and bitter fight. The market was first situated between William and Stanley streets. The site is now occupied by the cold storage plant. Eventually some businessmen in the west end proposed that changes be made to the St. Andrew Market. One of them was James H. Still, who at a meeting of property owners to consider the project, proposed that the block on the north side of Talbot Street between Pearl and East streets be purchased for a market site. This was turned down after a long and bitter fight. At meetings in the town hall, the east-enders opposed the plans of the west-end residents. Due to the ward representation on council, the old residents were able to block the scheme by electing a mayor who favored their views. A variety of political tricks were used to elect Edward Horton as mayor. It happened that Horton owned a block of land in the east end and by establishing the Horton Street Market on Manitoba Street was able to make the market scheme work in his favour and in favour of those who owned land near him. The site for the proposed market favored by those who wanted a central market was the block on which the post office now stands. The fight for a central market continued, and another site that was offered for council's consideration was the lot where the Jackson Block now stands. This was between Elgin and Hincks streets on the south side of Talbot Street. This was rejected. A syndicate was then formed to buy the block east of Mary Street for a market site, with all buildings and necessary equipment being supplied to the city free of charge. One hundred feet on Talbot Street would be reserved for stores except for a wide entrance which was to lead to the market, and the market would be extended north of Curtis Street by 120 feet. But like the other schemes, it was turned down. Another unsuccessful plan was to locate the central market on the site of the Moore Block. In the meantime, the west-enders put up the money and had the St. Andrew Market extended through to William Street. This later proved to be a costly move. The fight for a central market had started in 1883 and was settled in 1884, which was when Edward Horton was elected mayor.

North of Talbot Street on Alma Street is the Alma Street Presbyterian Church, which was built in 1891. This occurred after a request was made for the establishment of a Presbyterian mission in the east end of the city at the Presbytery of London meeting on September 10, 1889. The Presbytery agreed to leave the matter in the hands of the Home Mission Committee, which acted in conjunction with Reverend Boyle and the representative elder of Knox Church. The mission was organized and for some time services were held in a vacant store on Talbot Street East. The mission prospered and on January 13, 1891, the Presbytery of London gave its sanction to a site for a church on Alma Street on the corner of Kains Street. The first ordained minister was Reverend Robert McIntyre, who served for seven years. It was during his pastorate that the church was enlarged to its present size. The present-day minister is Reverend James K. West.

Now we will go another block eastward to Balaclava Street, where we will come upon Grace Methodist Church, whose history goes back to the time before St. Thomas was a city. By the spring of 1873 the town had grown so far eastward that there was need for a Methodist church in that locality. The Wesleyan Methodists, as the leading Methodist denomination, decided to form a new congregation. At this time Edward Miller had laid out his farm into building lots, and Balaclava Street was then just a lane running from one end of his farm to the other. In October 1873 he deeded land for a church to the ''Balaclava Street Congregation of the Wesleyan Methodist Church in Canada in connection with the English Conference, at the town of St. Thomas, Ontario.'' The church site was originally deeded from the Crown to Daniel Berdan on January 13, 1820. (The difficulty of church attendance in those days over streets without sidewalks and through plowed fields with the aid of lanterns is in much con-

trast to the ease of attendance today when we have paved streets, good sidewalks, and electric lights.) Late in 1873 the church was opened by Dr. S. P. Rose. It was named after Miss Grace Rosevear, daughter of Matthew Rosevear, one of the original board members. He was also the first Sunday school superintendent at the church. The present church was built in 1910. The cornerstone was laid on September 21, 1909, by Reverend A.K. Birks of London, assisted by Reverend Gundy. Mayor George Geddes, former mayor F. Wright, and alderman Sperrin Chant officiated. Sperrin Chant at one time operated a dry goods store on the northeast corner of Manitoba and Talbot streets. The present pastor is Reverend Gordon C. Raymer. Since he took over in 1933, he has installed new carillon chimes, the first of their kind in St. Thomas. They were dedicated on October 31, 1938. North of Grace Methodist Church is where St. David's Ward School was built in 1877. Mr. Dickie was headmaster until 1880 and then A.F. McLean became principal in September of that year.

The Brunswick Hotel, formerly the Dominion House, is an old landmark of Millersburg. The first proprietor was Willoughby Clark. He was followed by Lew Dake, John McKillop, Adam and Ransome Robbins, and George Wilcox. Mrs. Wilcox was manager of the hotel for several years. Another centre of interest in days gone by was the ''Devil's Half Acre.'' This was opposite the end of Woodward Avenue on the south side of Talbot Street. As far back as 1871 there was a frame building there that was used as a hotel, the Southern House. The hotel stood on a plot of land known as Willoughby Clark's half acre and which originally belonged to his father, Dr. E.A. Clark. The land was left untouched when the Canada Southern Railway came through in 1872. It was part of Yarmouth Township, two blocks west of the city limits, so the city could not tax the hotel. It was nicknamed the Devil's Half Acre by Patrick Burke, a pioneer printer and publisher of the St. Thomas *Dispatch*, a weekly newspaper of that time. Later the Southern Hotel was operated by Thomas Moore, father of Tom Moore, an employee of the present post office.

Leaving St. Thomas and heading north along the No. 4 Highway[3], we are reminded of the historical past and of the early days of the toll-gates which controlled the old military road, now No. 4 Highway. The route for this road was surveyed by Colonel Bostwick in the year 1823. At first it was a crude blazed trail that meandered across land and through woods. In 1843-44 it was planked. The original purpose of the survey was to provide a military road for the movement of troops from Port Stanley to London. This was ordered by the Court of Quarter Sessions at a cost of £4,000. In 1851 the government sold its rights to the road to the county of Middlesex for £4,000, which was payable in ten years. The county of Middlesex, however, never paid for the road because in 1853 it was divided into two counties, Elgin and Middlesex. Elgin paid Middlesex $8,000 for the road rights. In 1857 the road rights were leased by Robert Hepburn, who agreed to keep the road in repair for a period of 199 years. The other half of the ownership was sold to Randolph Johnson in April of 1858. When Johnson died in 1866, his share was sold to William Mandeville, who was a blacksmith in Union. He later sold half to Thomas and Benjamin Green. In 1882 the lease again changed hands and Susan Hepburn, J.C. Caughell, and Henry Caughell became lessees. With the coming of the Canada Southern Railway in 1872-73 and the establishment of the Great Western Railway, in addition to there already being an operational railway — the London and Port Stanley Railroad — traffic on the road declined. Revenue declined while the cost of upkeep increased, with the result that the road started to deteriorate. In 1906 the county of Elgin purchased the road from the lessees and removed the toll-gates. Part of No. 4 Highway became the Gravel Road and it was known as such until it was renamed Sunset Drive in 1947.

Looking to the right, you will see beautiful homes perched on the summit of the hill, which at one time was the farm land of Garret Smith. This residential section of St. Thomas is now known as Lynhurst. In 1885 the St. Thomas Real Estate Company started a campaign to open up the land and have it surveyed into residential lots. The lots were surveyed by

James A. Bell and A.W. Campbell, a civil engineer. The area was then named after Thomas Lynhurst Lindop. The survey started at the Tehan property across from the old town hall, now the site of the Town Hall apartments, at the point where Talbot Street turns south. Here a row of unsightly frame store buildings perched on pilings on the north side of Talbot Street were removed and the street was widened. The Lynhurst road was surveyed as a straight extension of Talbot Street, which necessitated the removal of the buildings and the brick residence of Mr. Hart. Then a road was cut down the face of the south side of the valley until it was opposite the Lisgar House, the southwest corner of Church and Talbot streets. Then it crossed the creek by a bridge with a single span of eighty feet. From the bridge the road ran due north until it connected with the townline, taking in all six hundred acres. The bridge and road in the valley were removed when the western entrance was altered in 1959.

Spring of 1923

Just before arriving at the intersection of No. 4 Highway, Elgin Road No. 25, and Sunset Drive, you will notice an old tumble-down concrete bridge spanning the creek to the northeast. This is called the Captain Shore Bridge because he erected the first bridge on the townline; it also was a road to his farm. Captain W. Shore's farm was located west of the forks of the townline and the Bostwick Line, just north of the Toles and the Dodds. The Bostwick Line has also been called the Bostwick Road. There is a great difference between the two. The Bostwick Road started at the site of the present town of Simcoe, then the townline corner of Townsend, Windham and Woodhouse townships in Norfolk County. The Colonel and his party surveyed a straight line westerly that crossed Talbot Street five miles below Straffordville and then crossed the countryside to an area south of Jaffa. The road then went down into Pleasant Valley, which became a settlement on Catfish Creek, crossed the creek and went up the west hill. The Bostwick Road at this point became the main street of this little hamlet and so houses and a mill were established by Colonel Baby. This road can still be clearly seen today. The road then proceeded westward to Elgin Road No. 36 north of Sparta, westward along the Fruit Ridge Road to No. 4 Highway north of Union, then westward to a point west of the present golf course. At this point the road swung to the east and joined the Port Stanley Road south of Union. The northern branch of the survey struck the Southwold townline about

a mile and a half northwest of St. Thomas. Here it turned due north to the forks of the Thames River. This surveyed road was called the Bostwick Line. My father used to say that Colonel Bostwick was intoxicated when he laid out the road, but the truth of the matter was that the Colonel and his survey party were faced with thick woods, valleys, flowing creeks, and deep swamps. This was the reason he could not lay a straight survey in some areas.

One day in the summer of 1927, while playing cowboys and Indians in the wooded area southeast of John Dodd's farm, I came across some headstones in the thick bushes on top of the second hill. The sight shocked me and I ran home to tell my father, who listened with interest and told me to go and see an old gentleman by the name of George Burke, who lived nearby. I found him sitting on the veranda, a heavy-set man who carried his head to one side. He greeted me with a friendly smile and proceeded to tell the story. He told me they were the graves of Silas Toles and his wife Margret. He told me of their farm and of the brood of ten children that they raised. Silas died at the age of eighty in 1871, leaving behind his new second wife, Mrs. Jane Toles, who was a Wilton girl. He said that the eldest son John took over the farm and that as each child reached maturity, he left home to seek a living. Burke recalled his father stating that Silas's first wife Margret, who was a Kelly girl, was noted for her fiery temper. They were suspected of aiding the rebels during the 1837 Rebellion and were subjected to many searches by Captain Shore and the militia. Captain Shore lived up the road and kept a wary eye open at all times. Burke recalled an incident when Mrs. Toles broke a chair over one of the officer's heads and how the eldest boys mounted guard every night to protect the farm. He recalled, after looking through some papers, that the first Mrs. Toles died in her forty-sixth year one Sunday in 1840 on her way home from church. Silas Toles was born of Dutch parents on May 28, 1791, and came to Canada as a United Empire Loyalist. He fought at the Battle of Lundy's Lane, where he was wounded. In 1813 he met Margret Kelly, married her, and moved to the St. Thomas locality.

Notes

1. The St. Thomas chapter of *Sims' History* was probably the first chapter written by the author, and as such, it differs in style and organization from other chapters in the history. Begun in the 1930s, it appears to have been completed in the 1940s. Words and phrases such as "today," "current," and "present-day" refer to St. Thomas at the time of writing, not to the city of 1987-88, when the history was published. This history of St. Thomas covers the period 1810 to the 1930s.

2. See "Middlemarch," *Sim's History of Elgin County*, Volume II, pp. 15-16.

3. The last section of the St. Thomas story was originally a chapter entitled "On the Way" in the "O" section of the manuscript. It covered the London and Port Stanley Road, the Gravel Road, Captain Shore's Bridge, the Townline, the Bostwick Line, Lynhurst, Sandymount, Talbotville, Talbotville Royal, and Five Stakes. Various sections of the chapter were reorganized and included in the story of St. Thomas and other towns to better conform to the history's alphabetical arrangement according to locality.
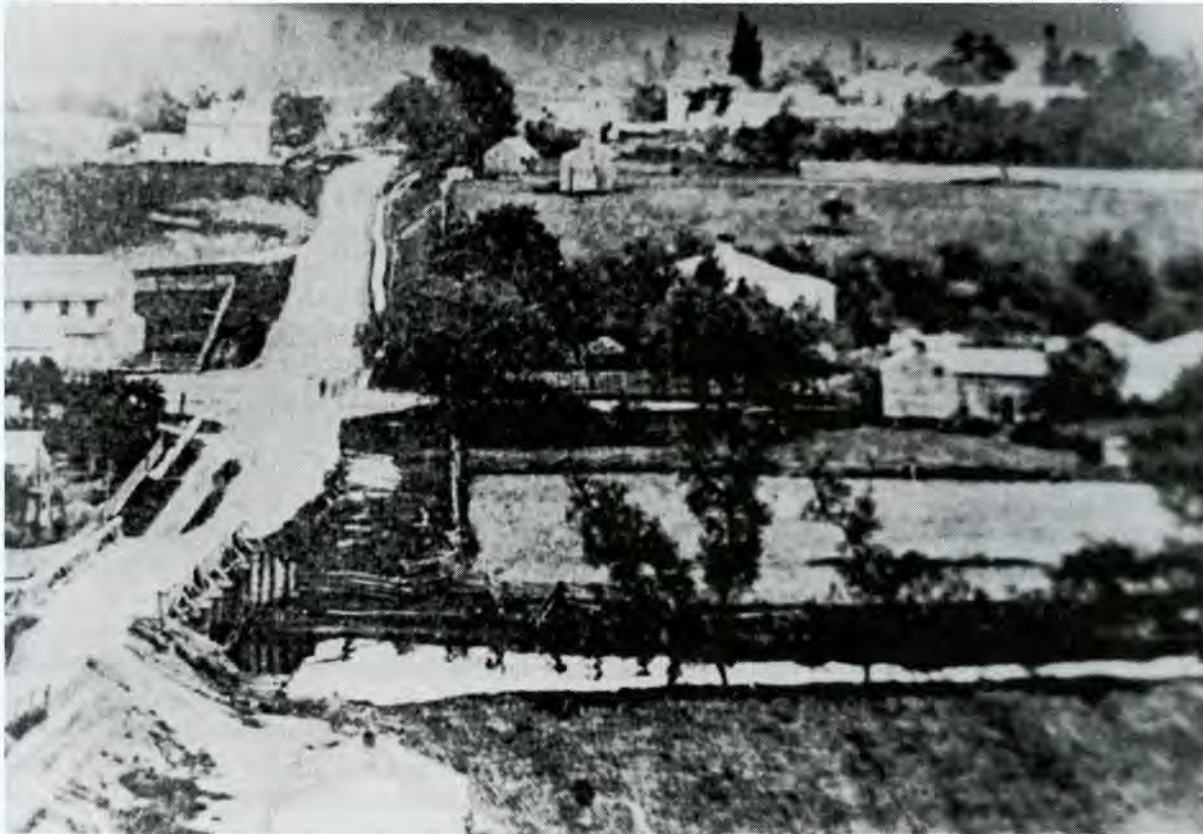
STIRLING
(Hog's Hollow)

It seems inevitable that a hamlet would spring up at the junction of Talbot Road and the London and Port Stanley Road near the Kettle Creek crossing. In 1817 Stirling was born through the efforts of James Hamilton, David Mandeville, Captain Richard Drake and others. The first store was opened on the northwest corner of Talbot Road and North Street by James Hamilton. Hamilton, due to the lack of roads and conveyances of any sort, had his goods brought up the creek by canoe and flat-bottomed boats from Port Stanley. Slowly Stirling grew and when Joseph Smith erected a tavern on the northeast corner, interest in it increased. Smith's two-storey frame hotel, with a veranda around it, and a stable large enough to take care of forty horses, became a favourite stopping place for all including Colonel Talbot. In fact he stopped there for the last time on February 8, 1853, only this time he was a corpse in a coffin. The Colonel's body was being taken from London where he had passed away. It was a very cold day and the undertakers stopped at every inn to warm up and have some refreshment on their way to St. Peter's Cemetery at Tyrconnell. Smith's Tavern changed hands many times with the following gentlemen as proprietors: Mr. Wesley, M. and John Boughner, Mr. Keyley and Thomas Mitchell. It changed names as well. It was called Smith's Tavern, the Caledonian Hotel, the Keyley Hotel and finally the Mitchell House. The Keyley family later moved to Toronto and made a fortune in the street car business. Mitchell operated the hotel until his death in 1888. The Mitchell House was the scene of the murder of Dr. Henry Needham in 1872.

Dr. Needham was a herb doctor and a native Indian. He and his son Murray were built like giants and were identical in features. This nasty affair started while the doctor and his son were attending the Wallacetown fair, where they had a booth and sold herbs. Two men, George Lipsey and Harry Fitzsimmons, were full of drink and picked a fight with young Needham, who defended himself and gave Fitzsimmons a sound beating. Lipsey tried to take part in the fracas but was held back by Doctor Needham. The fight left a scar shaped like the letter Z on Fitzsimmons's face, which was one of the means used to identify him later. In a rage, Lipsey swore they would get even and left the fair. Time went on and the pair learned that Dr. Needham and his son were going to Stirling on a particular day. They hastened to the Kettle Creek crossing, hid in the bushes on the west side of the valley overlooking Stirling and waited for the Needhams to arrive. Soon the Needhams's horse and wagon came along North Street, but somehow Lipsey and Fitzsimmons did not see the wagon stop at the bridge to let Murray Needham off. The next thing they noticed was the horse and wagon tied up in front of the Mitchell House and so they went down to exercise their revenge. After a spell, Dr. Needham came out of the Mitchell House and started to draw away from the veranda. The killers jumped on the wagon and threw him down with Lipsey holding the victim while Fitzsimmons beat him on the head with a sack containing some pork and the head of an axe. Their thirst for revenge had blinded the killers, who mistakenly killed the senior Needham instead of the son. They fled the scene, alarm was sent out and the police, along with the local militia, searched the hills and woods but came back empty-handed. Feelings ran so high after this that the local authorities called upon the provincial government, which called in the famous detective John Wilson Murray. Meanwhile word had come through that Fitzsimmons had been seen in Red Wing, Minnesota. Detective Murray and John King,

governor of the gaol, proceeded to Red Wing. Fitzsimmons was identified by his scar, captured and brought back to St. Thomas, where he confessed to the crime and was sentenced to ten years in the penitentiary, where he died. George Lipsey was killed in a circus row in the western part of the United States. Murray Needham died in 1902 of a heart attack during a fistfight with a Mr. McCarter of London. The quarrel took place at Springbank Park during an outing. McCarter was acquitted.

Hog's Hollow was the scene of many industries. At one time it was surveyed into village lots because it was considered the most likely area for the growth of St. Thomas. The major landholder, Etham Paul, had Daniel Hanvey, the provincial land surveyor, survey it out into lots and streets in 1851. The plan was thwarted by the opening of the London and Port Stanley Railroad in 1856, as a result of which the town planners started to look east, north and south for a place to expand. In 1814 Captain Daniel Rapelje built a grist mill at the foot of the hill in the valley just below the St. Thomas Anglican Cemetery. The next mill to be founded in Hog's Hollow was the axe handle factory of Anson Paul. It was located near the Rapelje mill. Paul purchased the flour mill and the mill became known as the "New England Mills" before he sold it to the Turvill brothers, George and Richard, who were natives of England. They took up the milling business in St. Thomas in 1849 and opened a flour and feed store on Talbot Street. They renamed their mill the "St. Thomas Mills" but people called it "Turvill's Mills." Southwest of Turvill's Mills on the west side of the creek Peter Hampton established his ashery and soap works. He also had a farm south of the ashery. He met a tragic end when he was drowned in Kettle Creek by Reiser's Bridge on August 3, 1873; he was only forty-four at the time. I had the good fortune of interviewing his grandson John a year before his demise. West of Hampton's ashery was the distillery of W. K. Kains and Archibald Kains. For many years the spring that supplied the distillery was a famous watering spot for many people. The hill was known as "Kains' Hill" and later it was called the "Horseshoe Bend."

Stirling in 1860.

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When I was a little boy, an old gentleman by the name of George Burke showed me the site of a spring near the top of Talbot Street Hill. He stated that one time it was the main source of water for Hamilton and Warren's distillery. He also stated that the water reached the distillery by means of hollow logs. The distillery was located across from the store on the east side of North Street. Some broken bottles in the ruins of the old St. Thomas Pure Milk Dairy aroused my interest in the St. Thomas Brewery, for here I found pieces of milk bottles mixed with pieces of beer bottles with the name Rudolph and Begg upon them. Exploring the ruins further, I came across a stone vault. George Burke recalled that the early brewery was operated by Elthan Paul and that he sold out to William Reiser and his sons. Reiser operated the business for nineteen years and died in 1882. His widow sold the business to Henry Rudolph and George Begg. The brewery was then in operation for thirty-two years. Henry Rudolph died in 1906 and Begg purchased his late partner's share of the business. In 1914 George Cloos took over the brewery business. Before George Cloos came here, he worked for the Iroquois Brewery in Buffalo for eleven years. The brewery closed while it was under the direction of Cloos because of the ill-feeling everyone had to people of German origin during the First World War, and also because of the Temperance Act. The brewery property was then sold to the St. Thomas Pure Milk Company in 1917. In later years the dairy was destroyed by fire and the site is now occupied by homes with the addresses of eighty-five and eighty-seven Sunset Drive.

South of the corners is the site David Mandeville chose to settle in 1810. He had four sons, Henry, Abraham, Richard and William. The first marriage in the district was between Richard Mandeville and Ann Smith in 1818. David Mandeville died in 1824 at seventy-nine. His wife Dinah followed him in 1837. William Mandeville in later years took over the old Hamilton and Warren store and operated it until his death in 1838. Then the store was taken over by James Blackwood and operated by his brother Andrew. The nearest post office was located at Burwell's Corners. Stirling in a short time had a blacksmith shop operated by Charles Meadows. Hamilton and Warren also had an ashery and a cooperage. A gun shop was operated by Richard Drake, a cousin of Richard Drake. (The above is from the recollections of Daniel Drake.)

Before the opening of the road from Stirling to Hog's Hollow, traffic had to go up Foote's Hill or Blackwood's Hill along Talbot Street and turn onto Stanley Street in a southerly direction, down the hill to Hog's Hollow and then southward up the hill to Port Stanley. When the new road was opened it became known as the "Gravel Road." Wooden bridges designed by Sir Casimir Gzowski, then the provincial engineer, spanned the creeks. The bridges remained in use until 1908. They were replaced by concrete bridges designed by James A. Bell, the county engineer. One of Bell's remarkable achievements was a single-span concrete bridge that crossed the creek permitting another means of access into Lynhurst. This bridge was blown up by the Royal Canadian Engineers in 1959; it had served the people of Lynhurst for forty-eight years. I knew the bridge very well as I hit the concrete railing in a head-on-collision while riding my bicycle when I was a boy. These bridges were replaced just before the outbreak of the Second World War. They were named the Jubilee and the Queen's bridges. I must also tell you about the building of the C.S.R.R. trestle bridge. When the bridge was being built, the residence of Mr. Blackwood was used as an office as the house stood directly under the bridge. One of the uprights was built through the roof. The large brick home of Peter Roe, brother of Charles Roe, had to be removed. The first bridge was started on September 20, 1871, and completed in February of 1872. It was constructed of oak timbers and pine blocks. Because of the fire hazard from the sparks emitted by the old wood-burning locomotives, a catwalk was built onto the bridge and two watchmen were on duty all the time. The bridge was 1,765 feet long and was 92 feet above the floor of the valley. The old timbered trestle bridge was replaced by a steel trestle in 1890 and the total length was shortened by filling in the area from Church Street to the base of the Talbot Hill with 17,000 carloads of earth.

In 1903 the steel bridge was strengthened and in 1929 it was replaced by a concrete bridge. The first locomotive to cross the bridge was old No. 11. It was built by David Matthews in 1840 for the Mohawk and Hudson Railroad. Then it was taken to Schenectady and rebuilt in 1853. After it was rebuilt, it had sixty-six-inch drivewheels and was powered by two cylinders. The engine weighed twenty-six and half tons.

With the population in the valley growing, a log schoolhouse was erected at the foot of Drake's Hill, now known as the Fingal Hill, on the south side of the Talbot Road. The floor was made of basswood slabs and the seats were supported on wooden pegs stuck into the walls. William Foote recalled in his memoirs that he was a pupil there and that the teachers were Mrs. Gould, then Miss Royal, Margret Begg, Mr. Strype and Mr. Phelan, the latter being a real "whopper."

Western part of Talbot Street in 1960.

At the bottom of Farley Hill on the east side of Sunset Drive stood the stately frame house of Henry Vanbuskirk. Vanbuskirk was born on Ayleshire [sic], Nova Scotia, in 1797. In 1819 he married Ruth Morgan. He came to Upper Canada in 1824 and settled in St. Thomas before it was known as such. In 1826 he and his family moved to London, where they stayed until 1845 before moving back to St. Thomas. On the west hill overlooking the valley, Vanbuskirk operated a distillery. It was perched on the west side of the little ravine just past the St. Thomas Anglican Cemetery on Walnut Street. This industry was destroyed by fire in 1850. One of Henry Vanbuskirk's sons, Dr. William C. Vanbuskirk, later became one of the most prominent businessmen and medical doctors in the history of St. Thomas. Dr. Vanbuskirk came to St. Thomas as a lad with his parents and was educated here. He graduated from the University of Toronto in 1853, came back to St. Thomas and opened up a practice near William Street. Because St. Thomas was a garrison centre, he became a colonel in charge of the medical corps. He was mayor of St. Thomas twice and served as city medical officer for twenty-five years. In the days of his mayoralty, some of the aldermen were Daniel Drake, C. O. Ermatinger, William Coyne, Henry Brown, R. Darrach, W. H. King, J. W. McKay, J. P. Martyn, R. McKay, T. B. Wright, J. Morse and Frank Hunt. The mayor and his council at that time held their meetings in the old town hall on Stanley Street. One of the rules prohibited smoking. This rule did not bother Frank Hunt because he usually took a sly chew from his plug of tobacco and sat at the meeting nursing a "chaw." It was said he was at his best when he was nursing a chaw. It was Dr. Vanbuskirk who introduced St. Thomas to the idea of having a waterworks and sewer system. He passed away on December 12, 1910.

The story of Stirling would be incomplete if I overlooked some of its prominent early citizens. Daniel Drake was born in 1819 in the log cabin erected by his father, Captain Richard Drake, on the west hill (Drake's Hill) and attended school in the little log schoolhouse at the

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foot of the hill. Captain Richard Drake settled here in 1810 and had the distinction of having the first wagon in the district; he brought it from Long Point in 1816. He lived to the year 1866 and died at seventy-four years. His son Daniel became a successful businessman and operated a large stable on the southwest corner of Stanley and Centre streets. During the years 1873 and 1877 he was mayor of St. Thomas. Past historians maintained that Daniel Drake was the first white child to be born in St. Thomas. This is not so. He was born in his father's house, which was located in Southwold Township. The first white child to be born in St. Thomas was the son of Captain Daniel Rapelje. He was Daniel Barclay Rapelje, born in 1812. Captain Daniel Rapelje, a native of New York, came to Canada in 1802 and first settled at Long Point where he stayed for eight years. Then he and his family moved to Yarmouth Township after receiving two hundred acres in 1810. He settled on Lot 1 where he first built a log house in the valley near the site of Hog's Hollow. In 1814 Captain Rapelje built a mill-dam and raceway on his property and erected a grist mill. This was located at the foot of the hill in the valley just below the St. Thomas Anglican Cemetery. This mill was probably a single-storey structure with a single run of stones and was powered by an undershot water-wheel. This type of mill needs less drop than an overshot waterwheel and can operate from a race or channel. An overshot waterwheel demands a drop of at least twenty feet. A large mill-pond was needed and it was probably the reason that Rapelje closed this mill and with the assistance of his son-in-law, Horace Foster, erected a new and larger mill further down the valley in Hog's Hollow. It is believed that the mill was carried on by Horace Foster until 1834 after the death of Captain Rapelje in 1828. Foster then sold to H. Bigelow. Later it became known as the New England Mills and Turvill's Mills. Eventually it was powered by steam. Captain Daniel Rapelje took part in the 1812 War and was a captain in the Middlesex militia. Subsequently he divided a portion of his land into town lots. He donated land for the erection of the St. Thomas Anglican Church and burial ground. He prospered and built a brick home which is still standing on the southwest corner of Walnut and Stanley streets and is the residence of the Barrie family. Rapelje and his family lived in this home a short time and then moved to Yarmouth Heights, where he died in 1828 at the age of fifty-four.

James Blackwood and his brothers John, Robert and Andrew left Scotland and came to Canada in 1829. They first settled in Montreal, where twenty-year-old James worked as a store clerk. He met Georgina Innes, the sister of Sir James Innes, and they were married. He then took his wife and brother and moved to Stirling. Here he built a house on the hill east of the hamlet and named the hill "Blackwood's Hill." He then purchased the old Hamilton and Warren store from William Mandeville and went into business, hauling his goods from Port Stanley with his own horses and wagons from his warehouse. James Blackwood was a restless and determined man. It was said that he walked with a proud step followed by a pack of well-bred dogs at his heels. He purchased goods at his warehouse at Port Stanley and sent them out by ships. His business grew so large that he was making on the average, in good times, over $100,000 a year. Casting about for a new business enterprise, he purchased the old woollen mills of Anson Gould in 1840. Gould operated his mill until the 1837 Rebellion. Suspected of being a rebel, he was convicted and imprisoned in the London jail. During his absence the mill was carried on by Stephen Comfort. When James Blackwood purchased the old mill, he had it torn down and in its place he erected a six-storey frame woollen mill, which he operated until it was destroyed by fire in 1851. He had very little insurance on the mill and the loss amounted to $50,000. The mill was never rebuilt and the machinery was sold to other mill operators, namely to Haight's woollen mill at Union and to Hiram Comfort, who opened a woollen mill on Blackwood's mill-pond. He then looked around for another business venture and decided to open a branch store in Dunwich Township at No. 9 Tyrconnell and build a warehouse there. (This story is told in the chapter on Tyrconnell.) During the time James Blackwood was centred in Tyrconnell, his brother Robert opened a store in Fingal and in Wallacetown with his brother James at a later date. Mrs. Norman Welsh of Wallacetown, who was the granddaughter of James Blackwood, stated that Robert Blackwood

would twice a year journey to Montreal to do some business for himself and his brother James. She also stated that Robert persuaded the local businessmen to donate money to purchase a bell for the Fingal Presbyterian Church. When the world markets collapsed in 1856, many local and district businessmen were caught with their warehouses full of unsold goods and burdened with promissory notes and no cash. James Blackwood was one of the many victims. He left Tyrconnell, purchased four hundred acres in Dunwich and started farming. His farm was known as "Clover Hill." James Blackwood lost his first wife Georgina on June 26, 1871; she was sixty-six at the time. He married his wife's housekeeper, Deborah McKee, and had two children. James Blackwood died on February 8, 1876, after an accident on his farm; he was sixty-five. James Blackwood and his wife Georgina are buried in the old cemetery. The old Blackwood store in Stirling in later years was purchased by George Luxton and converted into a hotel and served as such for a long time. It was also a store, a refreshment stop, a service station, a restaurant, and the Green Lantern dance hall. It is now a residence.

Blackwood's store, now a residence.

Elijah Leonard brought his family of four sons (three of whom were Frank, Lyman and Louis), and several daughters from Tauton, Massachusetts, settled at Normandale, Norfolk County, in 1830 and worked at the Van Norman Iron Foundry until the ore ran out. He moved to St. Thomas in 1834 and purchased the axe handle factory of Anson Paul. The following year he established an iron foundry in Hog's Hollow. Later he moved his business into the small village of St. Thomas, founded an iron foundry on Stanley Street and took on a partner by the name of John Sells. Here he turned out plows, stoves, kettles and other castings. Leonard in his booklet revealed that this plant had barely got started when the rebellion broke out. Then trade came to a standstill, prices soared and food became scarce. Flour rose from $60 to $75 a barrel. He finally got a permit from the military commanding officer of the district and went to Detroit. This act placed a cloud of suspicion over him and his family. Casting about for material for his foundry, he approached Captain Mallory in Amherstburg and purchased a sloopload of old cannon balls (leftovers from the 1812 War) from the condemned military stores. This stirred the ire of the local people. He was accused of harbouring instruments of war and was brought to trial. After hearing the evidence and the statement of the accused, the magistrates, Edward Ermatinger and Squire James Chrysler, came back with an acquittal and the charge against him was dropped. This incident left a bitter taste in his mouth and he sold his foundry to John Sells and moved his family to London, where he founded E. Leonard Foundries. Later he served Canada in the Legislative Council of the Malahide Division and became a senator, an office which he held until his demise.

STRAFFORDVILLE

(McNaughtonville, Sandytown)

It seems that this corner settlement did not come into its own until the opening of the road from Tillson's forge to Port Burwell in 1851. Before that it was known as Sandytown, a place located on the crossroads where there was a small cluster of dwellings along Talbot Street east of the Bayham post office, which was opened in 1830.

Early History and Families

One of the earliest settlers on these corners was Christopher Hunsberger. Very little is recorded about this Pennsylvania Dutch family, and after years of sifting through the only available records, I have come up with the following story. Christopher Hunsberger and his wife purchased their land in the 1820s. Some of the early records state that he was married twice, that the children that are buried in the old Guysboro Cemetery are from his first marriage, and that his first wife died soon after the terrible week in August of 1831 when she lost three of her children through sickness. David was the first to die at the age of three years, followed by Agnes at the age of seven, and Laurence on the next day at the age of five. Hunsberger married a second time and became the father of two sons. It is not known when he died because his headstone records only his name and his age. Hunsberger was more a lumberman than a farmer and had large tracts of timbered land. It was claimed by those I interviewed some fifty years ago that it was Hunsberger who erected Loder's log tavern.

Every district has an outstanding family of settlers and it would be remiss on my part to overlook the story of Robert Garnham and his family. I received the following information from his great-grandson, Croft Garnham. Robert Garnham, native of Ipswich, Suffolk, England, and his wife, Maria Ester Kieble, left England with six children for America in 1832. One daughter in England lost her life in a horse pond, while one child died at sea during the crossing. They landed at New York and after a short stay moved up the Hudson River to Albany, where the father worked as a printer in a cotton mill. He and his family lived at Mr. Thomas's house, which was located on 197 Bowery, opposite Spring Street, in New York. (The name "Bowery" is an old Dutch name meaning a farm.) After a period of time the Garnhams moved to New Jersey, where George Garnham, the grandfather of Croft Garnham, was born on July 26, 1834. Robert Garnham loved the British flag and desired to live under it and so moved to Saltfleet Township. Because there was a need for soldiers during the 1837 Rebellion, Robert Garnham enlisted. While he was away his wife and family suffered many hardships. The one story that was handed down through the years is about the time he did guard duty over some captured rebels with a flint lock musket that had a broken lock. It was while he was on this tour of duty that his daughter Mary Ann was born in March of 1837 near Stoney Creek. The Garnhams remained at Stoney Creek for nine years. On May 20, 1840, Louisa Maria was born; she was followed by Edwin Ambrose on the 5th of May, 1843. Garnham now had a family of six sons and two daughters. In 1848 the Garnhams moved to Bayham Township and settled on land purchased from Henry Westmore, who obtained it from the Crown on May 7, 1823. In 1850 Robert Garnham purchased 170 acres which cost him $780. The land was part of Lot 125 and Lot 126, which was the farm of James Haight; it was partially cleared with a log cabin erected thereon. Meanwhile George left the folks,

went to England and married Ann Fenn. In 1856 he decided to return to Canada, and so accompanied by Mr. and Mrs. Stephen Marshall and two children, William and Rosa; Mr. and Mrs. William Fenn and one son, Harry; Edwin Fenn; James Marshall; Mrs. Robert Spooner and others, he crossed the Atlantic. (The wives of George Garnham and Stephen Marshall were sisters.) Once in Canada they sailed to Port Burwell, where they were met by Robert Garnham, Sr. He conveyed them in a wagon over the plank road to Straffordville. The mill at Guysboro was operated by Robert Jr., Sheriff K. and Henry W. In 1859 Robert Garnham became justice of the peace and treasurer of Bayham Township. The union of George and Ann Garnham produced four sons and four daughters: Amy Harriett and Mary, who lie in the Guysboro Cemetery; Charles R., the eldest son; William, who settled in Wanstead; George of Dunboyne; Sheriff of Calgary, Alberta; and Mrs. N. Fuller of Guysboro. The one that is unlisted died as a child. On January 22, 1912, death called Edwin A., and his sister Louise followed the next day. Edwin A. Garnham was treasurer of Bayham Township for many years. Edwin built a structure called "corn cake castle." After his death, it was moved to Port Stanley and placed on the beach, where it was used as a booth to display antiques. It eventually fell into disuse and was dismantled. Charles R. Garnham, son of George Garnham and father of Croft Garnham, lived to the age of ninety-two years. He was for twenty years treasurer of the Straffordville school section, and secretary-treasurer of the Bayham Central Agricultural Society.

Talbot Street, Looking East, Straffordville, Ontario.

Straffordville in 1912.

Robert James McNaughton was a man full of ambition, energy and inventiveness to the point where other men were jealous of him. He died at the age of fifty-two years in 1871, I believe from mental and physical exhaustion or heart failure. He had a grist and flour mill north of the corners that was powered by twin flumes with earthen walls that joined together into a single flume to power his huge overshot waterwheel. This mill later was destroyed by a spring flood. He had a wool carding mill further down the valley that also was water-powered; all that remains of it are the faint traces of the old mill-pond. It is said that

McNaughton was a native of Straffordville County, England, and had Irish blood in his veins. When he arrived in Bayham Township he first set up business in the old Loder Inn that stood on Lot 119 of Talbot Street (now Elgin County Road No. 38) and converted the inn into a store. When he heard of the opening of the road from Ingersoll to Port Burwell in 1851, he took up land at the crossroads and erected a hotel on the northwest corner across from the first hotel, which had already been erected by Christopher Hunsberger for C. H. Hubbard in 1854. He applied for the position of and was appointed the first postmaster of the corner settlement, which until then had no official name. The only post office before this period was to the west on Talbot Street at the present site of Richmond. It was known as Bayham Post Office or Bayham, established in 1830. McNaughton's frame store was built on the southeast corner of the intersection in 1857. It is claimed that he wanted to have the settlement named after him and so had a sign made with the name ''McNaughtonville'' painted thereon. The sign was nailed to the side of his hotel or store and it remained there until one Hallowe'en night when the local wags ripped it down and threw it in the mill-pond. The local people thought McNaughton was overly conceited and ambitious and objected to the name. The name of Lancaster was suggested, but because there was another place with the same name, it was dropped. Then the name of Straffordville was suggested. At the time the Earl of Straffordville was an important man in the campaign in India, and it was easy to convince the local people to adopt the name. This was a quiet victory for McNaughton as he was an admirer of the Earl and his campaign. Still, there were people who would not accept the name and continued to call it ''Sandytown.'' Meanwhile, McNaughton became more involved in various events. He realized that there were many single men working and living in the area at the twenty-seven sawmills as lumberjacks and mill-hands, and that there was a scarcity of the fair sex. With this in mind he proposed to journey to the ''Auld Sod'' to bring back a shipload of young women. This was met with excited interest and so with this response, he journeyed to the old country and talked a large number of young ladies into coming to Canada to settle down and marry. It was an excited group of males that greeted the sailing vessel *Flora Ann* when she docked at Port Burwell with her cargo on that not-to-be-forgotten day. I stated in the past that one of these women later became his wife. Since then I found that it was not so and that he married a Mrs. Hoag, who was a widow with three sons: Charles, Mott and Walter. All three took part in the American Civil War. Charles Hoag was killed in one of the battles. Mott Hoag came back in very bad health and died soon after in his twenty-seventh year. Walter Hoag settled in Aylmer.

As Straffordville grew, and business houses were established and new homes erected, the people became more aware of the run-down section to the west of the corners that was known as Sandytown. Rod Hubbard and Dudley Wade decided to do something about it. One night they succeeded in burning down the main buildings. They laid low for a time but after some investigation were revealed as the culprits and were to be arrested. They escaped to the United States, where they remained all their lives only to return in coffins. That is how Sandytown died one night, long ago.

Businesses

The business section of 1865 consisted of:

Dean, Darius	Sawmill
Francis, Reverend Headley	Episcopal Church
Garnham, Robert	Justice of the peace and farmer
Golden, Henry	Blacksmith
Griffin, Reverend David	Episcopal Church
Griffin, William R.	Harness shop

Hubbard, Mossena	Eastern Hotel *Charles Hubbard, his son, sold the hotel in 1902 to the Lamb brothers of Langton. They could not make a go of it and sold it back to Hubbard, who in 1903 sold it to J. Hahn of Berlin. He failed and Hubbard took it back in the fall of 1903.*
Jones, John	Justice of the peace and sawmill operator
Ketchabaw, John	Tanner
Leach, James Z.	Royal Exchange
Leach, Job	Sawmill
Long, A.	Township constable
McNaughton, Robert J.	General merchant, proprietor of Pleasant Valley flour and grist mill, agent of Colonial Life Assurance Company
Price, Moses	Straffordville Hotel *The stage stopped at this hotel.*
Sanders, Moses N.	General merchant and township treasurer
Scruton, John	Butcher
Seymour, Reverend James	New Connexion Church *This church was later moved to Maple Grove.*
Silverthorn, David F.	Boot and shoemaker
Smith, Reverend Ephriam	Baptist Church
Stevenson, Russell	Wagon shop
Straffordville Common School	Robert J. Husband, teacher
Swayze, Daniel C.	Postmaster, township clerk, book store, agent for Britannia Life Assurance Company, Clinton Mutual Assurance Company, and Liverpool and London and Globe Fire and Life Assurance Company
Wade, William	Wagon shop
Webb, Reverend William	New Connexion Methodist Church
Westover, Jacob	Schoolteacher

Early records show that in 1856 there was a shoemaker's shop where the bank manager's house was located in 1956. In 1868 another hotel, the Ontario House, was built by W. R. Smuck on the northeast corner of the village.

Part of the business section in 1872 consisted of:

Burk, James	Harness shop
Clark, Joseph	Postmaster
Franklin, Dr. Benjamin	Medical doctor
Godspeed, Reverend N. C.	Methodist Church
Hoag, W. C.	Merchant
Hubbard, Mossena	Hotel
King, Lewis	Wagon shop
Long, Abraham	Carpenter
Lane, William	Township clerk
Sanders, W. H.	Merchant
Smuck, R. W.	Proprietor of Ontario House hotel
Yeager, Adam	Blacksmith

The village of Straffordville, like Vienna, was a busy place until the timber began to dwindle and the market for it started to fade. The biggest boom occurred when an immense amount of lumber was needed to plank the road from Ingersoll to Port Burwell. After the

lumber boom, the village declined and became an agricultural outlet. Even at that there was very little hope until 1895 when the railroad came through from Tillsonburg to Port Burwell. At Straffordville, east of the corners, a railroad station was erected and David Stratton, who was a merchant in the village, sold his business to the Wakeling brothers and became the first station agent. In 1896 the Guysboro Cheese and Butter Factory was moved to Straffordville and a large factory was built. It had been founded by Jesse Soper and operated by his son William for many years. It was originally located just past the Guysboro Cemetery on the north side of the Talbot Road (Elgin County Road No. 38). In the 1920s it was purchased by City Dairy along with the holdings of the shareholders of the cheese and butter factory. City Dairy then built a plant for drying and processing milk. It was closed and dismantled in 1969.

When we look back at the business section of 1901 we find that it consisted of:

Gordon, Thomas	Hubbard House
Lipsit, William	Blacksmith and constable
	He was instrumental in rounding up the "Bayham Lambs."
Murphy and Caswell	Hardware
Stratton, Moses	Sawmill
	North of the village on east side of road
Wakeling Brothers	General store, telephone and telegraph office, post office and agricultural implements.
	Purchased in 1907 by J. E. Soper

The McQuiggan store.

Some of the businesses in 1905 were:

Bates, Charles	Hotel on southwest corner
Buckberrough, T. R.	General store
Caswell, Charles	Hardware
Copeman, John	Harness shop
Cotter, John	General store
Durkee, H. M.	Postmaster
Lipsit and Son	Blacksmith shop on northwest corner
Murphy, Henry	Feed mill

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Thirty years later, we find the following:

Coyle, Charles	Implement dealer
Drimilk Co.	Toronto branch
Grant, H. P.	Service station
Grant, William	Straffordville Hotel.
	This hotel was remodelled in 1939 by W.
	Stratton
Gunstone Brothers	Furniture
Johnson, C. M.	Butcher
Laur, Peter W.	Sawmill
Lipsit, J. B.	Flour and feed
	W. H. Lipsit died in 1929; he was the
	blacksmith
McQuiggan, John	General store
Marlatt and Bradfield	Lumber dealers
Meadows, A.	Blacksmith
Softly, W. T.	Bakery
Stickney, R. D.	General store
Walsh, Charles A.	Harness shop and general store

Straffordville's businesses in 1980 were:

Alward Welding
Amtelecom Inc.
B-Curio Gift Shoppe
Barbara Beauty Shop
Bartlett's Auto Body
Bechard, G.C. — Farm implements
Busy B Garden Centre
Cameron and Taylor Inc.
Canadian Imperial Bank of Commerce
Davis Auto Body
Dennis's Garage
Eeley, GM Dealer
Everett Electric

Hotchkiss Appliance Store
I.G.A.
Lee's Body Shop
Nevill's Repair
Post Office
Sandytown Shopping Centre
Shell Farm Service
Soper's Building Supplies
Straffordville Sharpening Service
Van Gulck's Bakery
White Jug Variety
Woodcraft

Straffordville, looking southward.

Did you ever wonder what people did to protect their valuables and money back in the days before the establishment of banks? I know for a fact that many hid their money in jars in the orchard while others had a hiding place in their homes as they did not trust private banks, which would close overnight. I asked an old-timer what he did and he recalled a story that John Bates of Straffordville recorded.

"What troubled this family, the Bates, far more than transportation was the scarcity of banks. The little money of that day was by the very fact of its meagreness, so much more precious. It must be literally stored in the proverbial family stocking, where moth and rust corrupt; or be buried in strong boxes where thieves break through and steal. The care of gold was especially [troublesome] in a case where the public knew of its existence, it was an unenviable anxiety. One night, Mrs. Bates (John Bates's mother) wakened about one o'clock at night to discover two men down by the bars in the crude fence before the cabin. One man inside the bars; one man outside. They appeared in the dim light of night to be consulting, hesitating. Fear clutched the heart of Mrs. Bates...alone, with the children!...the then really tremendous sum of one thousand dollars in her keeping! It was gold...tied in a bag...heavy...not easy to conceal....She quickly thought what she would do. Between the older log cabin and the new frame addition, which they put on, was a space. She awakened one of the sleeping boys, put the bag of gold in his hands and stood him at an aperture in the wall which communicated with this space. "If I say 'go,' drop the bag instantly down that hole and come away!" she commanded. Fortunately, the consultation at the bars came to naught. The strangers disappeared. And Mrs. Bates was left to recover from her fright. Nor was the position of the man carrying home money from a cattle sale altogether pleasant. Still less the condition of mind of a lad fulfilling the same mission. John Bates says he was never more relieved in his life than one morning when he saw his father coming to meet him down the road, and [relieved him of] the burden of carrying two or three hundred dollars on his person."

On March 22, 1919, the Sterling Bank of Canada opened for business in the old office of Dr. Naismith with Samuel Sutton as the manager. The bank was located on the northeast corner of Talbot and East streets. When Cecil Marlatt and William Bradfield built a new office in 1920 for the bank, it was located next to John McQuiggan's store while the old bank building was moved north of the crossroads and placed on the west side of the road. It became the residence of Harry Ward. The second bank was used until 1948. In 1926 the Sterling Bank of Canada amalgamated with the Standard Bank of Canada and R. W. Ferguson was the first manager in the Straffordville branch in 1926; he was followed by James Galbraith, who saw the bank through the amalgamation until the Canadian Bank of Commerce took over in 1928. In 1958 the Imperial Bank of Canada purchased Walsh's bake shop across the street from the bank and set up an office with Robert Allan as manager. The amalgamation of the Imperial Bank of Canada with the Canadian Bank of Commerce occurred on June 1, 1961, and for a short time there were two banks. Ken Walker purchased the old Sterling Bank building and turned it into a real estate office. The Sterling Bank building was sold at its closure to Bayham Township. It was sold in 1963 to be used as a dwelling and later it was purchased by Ken Walker.

The first town hall was constructed of frame in 1852 and was located west of the corners. It had its roof raised in 1906 and it was covered with a brick veneer. An addition was put on in 1948. The library was added to the north end in 1966. The Lions Club of Straffordville took it upon itself to raise money for a new building and one was erected in 1973. The old hall was then razed. A new library (a branch of the Elgin County Library) was built in 1984 next to the township office.

Straffordville community hall, part of which was once the library.

In 1980 the Sandytown Shopping Centre was completed. The old store that stood on the southeast corner, as well as the old White Rose service station, were dismantled to make way for it. The store, which was built for Robert J. McNaughton, passed down through many hands. We find that in 1882 it was taken over by the wife of Cicero McConkey, who in 1888 sold it to Victoria E. Johnson, wife of Leonard Johnson. Jacob Griffin operated the store from 1892 until 1912 and then the Johnson family took over and for a period of time it was in the hands of Johnson and Beesley. Then it was operated solely by Christopher Beesley until 1919, and by John McQuiggan until 1920. Charles A. Walsh purchased the store in August of 1921 and was in business for four decades, after which it was sold to his son Lyle in 1959. In 1962 his nephew Norman Bates purchased the store. Lyle Walsh took over the property in 1973 and closed the store; he used the building as a residence. The building was razed by Richard Beesley Cameron in 1978. He is the son of Amy Cameron; her grandfather was Leonard Johnson. During the depression years, Lyle Walsh plied his groceries and wares along the backroads using a 1920 Model T Ford. Because of the scarcity of money, he used the barter system, trading his goods for eggs, dried apples and other produce. After a number of years, he changed his method of delivery and transportation by going about in a 1927 Model T Ford. This was followed by a Chevrolet of the 1930 vintage, which was in turn replaced by an International. The White Rose service station was erected by Walter L. Stansell for Harry P. Grant in 1936. After 1975 Harry Grant used it as a tobacco shop until he sold it and the property to Matt Schafer, who had the building moved east of Straffordville and converted into an apartment. He then used the service station site to build the Sandytown Development Limited Mall in 1980. Another building that was removed to make way for a new business was the old John McQuiggan general store on the northeast corner (it was also a hotel at one time). In 1979 a real estate office and antique shop were built on the site by Ken Walker.

Some of the village postmasters were Robert James McNaughton, Robert Smuck, David Stratton, Jacob A. Griffin (in the Charles Walsh store), Thomas W. Mabee, who was postmaster for forty years, Joseph Clark, H. M. Durkee, and Robert Grant. Thomas Mabee received his postal appointment on the 16th of September in 1907 and it remained the high point of his life; he loved being postmaster. During those forty years he never missed a day, kept no hours, and was reputed to never take time off to sleep. He was available at all hours and was eager to serve the public in every way. He and his wife Catherine were rare people, indeed. Mabee was one of the nine children of William P. Mabee, who died in 1913, and Mary Sinclair, who died in 1898. (At the time of this writing in 1947 there were only five children left. They were James of Straffordville; William of Guysboro; Mrs. George Coreless of Aylmer; Aquilla of Tillsonburg; and Thomas of Straffordville, whom I interviewed.) Thomas was seventy-six at the time. He recalled that he was born in Houghton Township, was educated at the old Union School in Houghton and Bayham, and that he came to Straffordville in 1898. Here he became manager of the general store of Jacob A. Griffin. When the store was moved to Griffin's Corners, he moved with it and became the assistant postmaster. He managed a store on the southeast corner of Straffordville (the old Walsh store) for a number of years before he built his own ice cream parlour and dwelling on Talbot Street and opened the post office in one part of the store. He made his own ice cream with a hand freezer. Lyle Walsh, a neighbour, recalled the time when Tom, "a great man to sit in his rocking chair," bought a gasoline engine to operate his freezer and an item appeared in the paper reporting that Tom Mabee had bought an engine to operate his rocking chair. Tom's wife Catherine assisted him as postmaster. This gave him time to attend the Masonic Lodge at Vienna. He was a tall, well-built man with a thatch of white hair. Charles Walsh recalled the times when he, Tom and his wife, and Charles Hubbard drove all over the district with a horse and buggy to play at the dances. Tom and Charles played violins, Mrs. Mabee played the piano and Walsh played the banjo. Mabee died shortly after this interview. Another group of important people who are often overlooked by historians are rural mail couriers. They were vital to all communities. We find that Robert Dennis was mail courier in 1913. He was followed by Frank Humphrey, Mr. Bartlett, Borden Price, Robert Grant and Margaret Grant. We also find that George Stansell, father of Walter Stansell, was the stagecoach driver for a number of years.

Straffordville United Church.

The Straffordville United Church was erected in 1964 to replace the old frame Episcopal Methodist Church that was built in 1857. (The Methodist Church had been moved from its original site in 1910 and a basement had been placed under it.) Other churches once located in Straffordville were the Wesleyan Church, erected in 1852; the New Connexion Church, erected in 1858; and the Plymouth Brethren Church, erected in 1880. The old Straffordville school was replaced by a brick school in 1937. It was lost in a fire on October 26, 1942, due to the lack of fire equipment. The school was replaced by a modern structure.

Miscellany

The shooting of Constable Timothy Pomeroy by Cornelius Burleigh in the late fall of 1829 was the beginning of an unusually horrible drama. Cornelius Burleigh (sometimes spelt Burley) was an ignorant, dull-witted man who shot a cow that belonged to a Mr. Lamb as an act of revenge and was arrested, but managed to escape. The escape brought into play Constable Pomeroy who had orders to apprehend the criminal and bring him to justice. Burleigh at the time was working for the Ribble family as a hired hand on their farm, and when he got into trouble, they hid him from the law. The constable pursued Burleigh and was shot off his horse just north of Sandytown. The panic-striken Burleigh had hidden behind a tree and shot the constable with a musket. He then fled from the scene leaving behind his cap. This was the evidence that eventually led him to the gallows. Further assistance was sent for and Burleigh and the Ribbles were arrested and taken to London to stand trial. The trial was a short one and Burleigh was found guilty and sentenced to be hanged on August 19, 1830. The Ribbles, who were lodged in the rudely-made cells, managed to escape. It was a hot summer day when Burleigh mounted the scaffold and faced a crowd of three thousand people. Just before the hanging a phrenologist in the crowd, who was an American visitor, asked to have the head of the condemned man. This was granted. The rope was placed around his neck and after lengthy prayers by Reverend James Jackson, a Wesleyan Methodist minister, the signal was given and the trap was opened. Burleigh dropped down the hole but the rope broke and he hit the ground. Burleigh, in a daze, staggered out of the pit singing hymns and displaying the broken rope. Immediately the authorities sent someone to Goodhue's store for a new rope. This time the hanging was successful. The body was cut down and placed on a table in front of the crowd. The head was then removed and given to Aaron Squire Fowler and parts of the body were given out as souvenirs. Fowler had the head cleaned out and the skull sawn into two sections. When he left London to go on a world-wide tour to lecture on phrenology, he left behind the lower half of the skull, which at the present time is at the historical Eldon House in London, Ontario. The so-called confession that was reputed to have been drawn up by Burleigh was the brain-child of Reverend James Jackson. Burleigh could not read or write.

There was a period in the late 1870s when the countryside was terrorized by the exploits of the "Bayham Lambs." The Bayham Lambs were a gang who staged numerous burglaries, robberies and other crimes over a number of years in southwestern Ontario. Three of them, Charles Hubbard, Marcinus Hubbard and Franklin Carnes, were arrested in 1876 after they attempted to burglarize the home of two elderly bachelors, Warren and Seth Caswell of Eden. Warren Caswell was shot and seriously wounded when he offered resistance. Shortly after, Franklin Carnes, the ringleader, was arrested and confessed, saying that Caswell had been shot by Charles Hubbard. As a result of his confession, Hubbard, a Straffordville hotelkeeper, was arrested in the village and his brother Marcinus was arrested in St. Thomas, where he lived. (I discovered that the brothers were nephews of the Caswells.) The mastermind of the gang was Walter Carnes, Franklin's father. He was sentenced and served four years. Franklin was sentenced to serve five years in Kingston, but he and one McCarthy escaped from the St. Thomas jail on October 24, 1878. After reaching Shedden, the pair took a westbound freight. Carnes got off at Ridgetown, went to Dresden and assumed the name of Harry

Rogers before going on to Chicago, Missouri and Michigan. In December 1879 he returned to the Bayham-Walsingham area. McCarthy fled to St. Louis. Meanwhile, another member of the gang, Elgin Griffin of Sandytown, turned state's evidence, went undercover and reported Franklin Carnes's movements to St. Thomas police chief Flewing. He was able to lead the police to Carnes in Walsingham, where he was recaptured and returned to the St. Thomas jail. The gang's activities continued into the 1880s. In 1887 a steel corset was found concealed in the mattress of Franklin Carnes in the St. Thomas jail. He apparently intended to convert it into a saw to enable him to effect another escape. In 1888 Walter Smuck, Joseph Smuck and Joseph Leach were tried for larceny; the former was found guilty while the other two were acquitted. (Other members of the gang were Varnum Vanderburg, Albert Thomas, who also turned state's evidence and confessed to having had a hand in the murder of Lewis N. Stilwell of Eden, and Clarkson Haney, who was charged with having committed larceny in Bayham in 1876.) Elgin Griffin died on November 25, 1901, in a fire that was caused by an exploding oil lamp. Was it an accident or an act of revenge? The local old-timers just shake their heads. and compress their lips.[1]

Back in the days when this settlement was known as Sandytown, Joseph Loder saw the need for an inn. He purchased two hundred acres from the Crown and erected a log tavern at the bottom of the deep valley (later Roloson's Hill) beside the Otter Creek. He was a tall and kindly man with a great love for the outdoors and lived the life of a single man for years until love came his way in the form of a widowed lady, Lydia Franklin, whom he met while she was on a visit to her brother's farm. Lydia, the daughter of William Hazen, had, against her parents' wishes, married Benjamin Franklin, a Great Lakes sailor who visited her each time his ship docked at Port Bruce to pick up a cargo of grain. The couple moved to Buffalo and had a daughter called Permelia. Franklin eventually lost his life on Lake Erie during a storm. Her marriage to Joseph Loder produced a son, John Joseph Loder. Ill luck befell them when the inn was destroyed by fire, Loder's health declined, and money became scarce. Here the old saying that when poverty enters the door, love flies out of the window, seemed to come true. Mrs. Loder left her husband, taking the children with her. After the separation, Loder became withdrawn and isolated himself on his farm. Not being able to stand the loneliness, he gave his farm to his sister's husband, Mr. Anderson, on the condition that they were to look after him for the balance of his life. And so the Andersons erected a small cabin for the old gentleman in the sheltered curve of the hill on the south side of Talbot Street, about one hundred yards from the road. When the Andersons went out west, Loder was "farmed-out" to Alice Garrett, a widow who lived in a little house on the site of the inn, until she was forced to move due to ill health to Tillsonburg. Then Loder's care was taken over by Charles Arn until death removed him. He was buried next to the Arn plot in the Straffordville cemetery. His grave is unmarked. Charles Arn, a pioneer, lost his wife Lucinda in 1885 and answered the summons of the Angel of Death on the 13th of January in 1905; he was seventy-two years of age. (The parents of the Andersons are buried next to the Arn plot; it bears a stone erected in the memory of Silvanus Anderson, who was born in 1824 and died in 1899. Included is his wife Nancy, who was born in 1828 and died in 1895. Both were natives of England.) It is said by the local people that William Roloson later erected a house on the site and lived there until he was killed in an accident outside of Aylmer on September 21, 1921.

Notes

1. There are numerous accounts of the exploits of the Bayham Lambs in the local newspapers covering the period of their activities. Some accounts I used in my research were in the St. Thomas *Times*, January 15, 1880, Tillsonburg *Liberal*, June 23, 1888, and Tillsonburg *Observer*, June 24, 1887.

SUMMER'S CORNERS

Summer's Corners was so named because the two earliest families to settle on or near the corners were the families of Captain John R. Summer and his brother, Captain James Summer, both of whom came here from the Niagara District. Their father was a naval hero who served for seven years under Admiral Nelson. While in the service, he was seriously wounded and as a result was discharged. Summer then left England and settled down in the Niagara District where he became a farmer and landowner. When the Niagara region was threatened by the American invaders, James and John enlisted and both became captains in the militia. After the War of 1812, they looked around for farms of their own and since they were war veterans, they were entitled to grants of land. They decided to sink their roots in Malahide Township. Captain John R. Summer was born in 1787. His wife Susan W. was born in Bertie Township in 1803, came to Malahide with her parents in 1816 and married the young captain in 1820. She became the mother of thirteen children. When she died on March 5, 1892, at the age of ninety, she was survived by Mrs. Locie Denton of North Hall; Mrs. Glover of Yarmouth; Alexander Summer of Aylmer; William R. Summer of Malahide; Mrs. Graham of Aylmer; Mrs. Swindle of St. Thomas; Mrs. John Campbell of Aylmer and George A. Summer of Malahide. Captain John R. Summer passed away in his eighty-second year on March 28, 1869. One daughter, Mary, became the wife of Locie Denton and settled just down the Talbot Road at North Hall in 1856. Mrs. Denton became a widow in 1871 and died in 1909. Two of her brothers passed away years earlier. James A. Summer died on February 3, 1866, and George F. Summer died on July 2, 1856. Both were twenty-nine. Captain James Summer also settled on the Talbot Road near the corners with his wife Mary. The captain was born in 1792 and lived only sixty-one years. The couple, I understand, had four or more children. Three died in early childhood and one, Ann, became the wife of James L. Stewart. She outlived her husband and died in her seventieth year in 1906. This area was truly a Summers' settlement because on one side of the Talbot Road were Hamilton Summer and James Summer and on the other side there were Alexander Summer and John R. Summer. Alexander Summer, besides being a farmer, also operated a sawmill. He was the father of John R. Summer, who became warden of the county of Elgin and when he moved to Aylmer in 1902, became the police magistrate, an office he held for thirteen years. He married Tillie Trim. His one brother, Glover Summer, lived near New Sarum. He took care of his aged father until Alexander died on May 24, 1908. John R. Summer died on the 21st of May, 1925.

In 1865 Alexander Summer donated a lot for a church south of the corners and so a building was erected for all branches of the Methodist denomination to use. This took in the New Connexion, Wesleyan and Episcopalian branches. A circuit was formed that took in Springfield, Dexter and Summer's Corners. One of the early ministers was Mr. Davis, a tall, bearded, red-haired gentleman who came in 1879. In 1915 the Summer's Corners church separated from the Aylmer circuit and became part of the Richmond circuit that took in Richmond, Fairview and Summer's Corners. Dr. Jesse Arnup entered the ministry from Summer's Corners; he later became moderator. A parsonage was built in 1927 and when it fell into disuse, it was sold on October 25, 1953. One thing that struck me was the beautiful windows in the church that were donated by Mrs. John L. Stansell. The church was demolished in 1974.

The corners were once a stopping place for weary and thirsty travellers. This started when George Hughes opened a hotel on the corner along with a general store. The hotel changed proprietors down through the years. The last one was John Wheaten, who took it over in 1891 and converted it into a temperance hotel. In the final years a blacksmith shop and a grocery store were operated by a Mr. Jones, who in his later years lost his eyesight and with some help carried on the store until his death. Mr. Jones, I recall, could tell the value of a coin by its sound on the counter. The old hotel went out of business in 1904.

In the early days of Yarmouth and Malahide townships there was a very colorful character by the name of Randall. This gentleman was noted for his escapades while under the influence of alcohol. He felt that after working hard in the field he was entitled to get drunk. On one occasion he imbibed rather heavily and was greatly overwhelmed by the alcohol. After leaving Hughes' Inn at Summer's Corners, he wandered eastward across the fields until he came across a nice green place and proceeded to lie down to sleep off the effects. Little did he know that the place he chose to rest was the Burdick Cemetery. He slept soundly through the night and at dawn he awoke with a start, looked about, and finding that he had been sleeping among the tombstones, cried out in amazement, "Well, I'll be G...-d... if I ain't the first to get resurrected." Years later this same gentleman found a permanent resting place in South Dorchester.

TALBOTVILLE

(Talbotville Royal, Five Stakes)

The beginning of Talbotville came about when Colonel Mahlon Burwell completed the survey of North Street (No. 4 Highway) and the Military Road (No. 3 Highway), then known as Talbot Street North, in 1811. At this point he had his survey party drive five stakes in the ground to mark the junction of five roads in Southwold Township. After that it became known as "Five Stakes."

For many years this area remained a wilderness with only a trail blazed through the woods. The first group of settlers arrived in 1818. The group consisted of Jacob Lemon, Charles Hannon, Samuel Smith, Issa Reilly, John Mathies, Daniel Boughner, James Bowlby, and Squire William Millard. By the year 1823 many more came and settled. One of them was Joseph Spackman and his brother Robert, who later moved to Bayfield. Joseph Spackman was born and educated in Wiltshire, England. When he was forty years of age, he came to Canada and settled east of the corners in 1830. Here he remained for nine years before purchasing a farm north of the corners on the west side of the road in 1850. He married Jane Risdon and by this union twelve children were born. Robert Spackman died at fifty-nine in Bayfield in 1879. Robert and Joseph Spackman were sons of William Spackman, who was born in Wiltshire in 1790 and came to Canada with his sons in 1830. Joseph Spackman was the father of George Spackman, a Ford dealer in St. Thomas, and the grandfather of Percy and Harold Spackman. Samuel Eccles, an Englishman, settled in 1830 on Lot 49 east of North Street. During the 1837 Rebellion he was an active member of the local militia. He introduced thoroughbred cattle and sheep raising. He later moved to London and operated Labatt's Brewery. He retired to St. Thomas, where he spent his last days. Samuel Eccles and his wife Maria Ann both died on December 8, 1893. The Eccles family were natives of Northleach, Gloucester, and were buried in the old English Cemetery in St. Thomas.

The old Spackman farm north of the corners became the headquarters of the 32nd Regiment of Foot during the 1837 Rebellion. In the spring of 1838, the 32nd Regiment spent their first night on the Spackman farm on their way to Detroit. The regiment consisted of six hundred soldiers and seventy wagons. Some of the soldiers stayed at Samuel Smith's inn while others billeted in the homes of nearby settlers. At the same time the area was being protected by Captain William Shore and the Five Stakes' company of militia. The Five Stakes' company consisted of fifty soldiers under the command of Captain Shore. Shortly after the 32nd Regiment left, Captain Shore received orders to proceed to Port Talbot, where he and his militia stayed overnight, being forced to sleep in Colonel Talbot's barn. They returned to Talbotville the next day and were placed on alert. During the alert Samuel Eccles and William Webb took a shot at a suspicious intruder, and later captured him. The man was slightly wounded and was confined in London by the authorities for a period of time and then released. For many years after the Rebellion, the Five Stakes' militia trained once a year in Fingal. During the Fenian Scare in 1866, several local men were dispatched to Sarnia and other points. E. Barnes, Daniel Boughner, Samuel Smith and Frank McQueen took part.

Myrion H. Rowley established the first hotel in the year 1832 or 33 on Lot 40 on the south side of Back Street (now No. 3 Highway), as well as a general store. The latter proved too much for him and he traded it to Samuel Smith for a team of horses. Samuel Smith operated

for a time before being burned out. Then Frank McQueen bought the property, erected a large structure there and after a period of time sold out to Joseph S. Barnes. Barnes operated the Mansion House until it was destroyed by fire in 1888. Joseph Barnes then moved to St. Thomas, where his son was in the hotel business. Another structure was built on the old site but it was never used as a hotel because the proprietor could not obtain a license. It became a general store. The next hotel after Rowley's was built by John Allworth on the northwest corner. Allworth lost his hotel by fire just before the death of Colonel Talbot. He purchased a large dwelling on the southeast corner and moved it across the road to the northwest corner, where it remained for many a decade. This site is now occupied by a service station. Just prior to the move, the northwest site had been occupied by a hotel erected by Charles Towser. It fell victim to the flames. Another pioneer hotelkeeper was William Widdifield, who, seeing some potential of having a hotel on the northwest corner, purchased the old McQueen and Drake general store, moved it across the street and converted it into a hotel which he operated for years. Yet another pioneer hotel proprietor was John Boughner, Jr., who was born on his father's farm in 1820. The hotel he took over was located on the southwest corner. After his death in 1870 his wife carried on the business. John Boughner, Sr., a United Empire Loyalist, came from New England and settled north of the corners in 1818. He was accompanied by his family and obtained four hundred acres of land from the Crown. The land was divided among his four sons. He passed into the sunset in 1855 at the age of seventy-five and was buried in the Talbotville burial ground. When I interviewed his grandson Edmund Boughner, he was eighty-four years of age. Edmund lived on his father Sydney's farm until the year 1906. He inherited the farm when his father died in 1891. He recalled that William Widdifield operated the hotel on the northwest corner. Next to it was Branton's general store. The Bible Christian Church stood next to the cemetery. He stated that the church was torn down and the bricks were used in the construction of the church at Frome, and that the land for the church and the cemetery was donated by Dr. C.B. Hall.

Before the coming of the London and Port Stanley Railroad, Talbotville was an important transport centre and John Allworth's hotel and stagecoach depot were very busy. The stage line was operated by Siege (later called Sage) and Kiely of London. They had both six-horse and eight-horse coaches. It is said that as many as fifty people waited for the services. (When I was a boy, the son of the founder of the stagecoach line operated a transport between St. Thomas and London nicknamed "Sage and Onions.") The coming of the railroad took away the importance of Talbotville. The Wine Ball Saloon, which was operated by Esau Payne, declined and he later went into the general store business.

Edmund Boughner, with a chuckle, recalled how the saloon keepers made four barrels of different brands of whiskey out of one barrel. "They used water, hard cider, maple syrup, corn syrup, honey, pepper, cloves, molasses, wild peppermint and a dash of turpentine," he said. Out of that one barrel would come a barrel of rye, a barrel of Scotch, a barrel of Irish and a barrel of corn. He also stated that Charles Roadnight was able to get five barrels out of one barrel. Charles Roadnight operated a large saloon on the southwest corner of Talbot and Metcalfe streets. His name can still be seen painted on the bricks above Metcalfe Street.

The first general store to be established here was that of Colonel James McQueen and Richard Drake on the southwest corner. This business was later operated by John Spackman and Ben Knight. Robert Branton, a native of England, opened a general store on the northwest corner and was in business until his death on May 29, 1874, at the age of sixty-eight. His brother Henry came to Talbotville in 1860 and operated a veterinary. Vermont Pow recalled when E. Boughner operated the general store, and when William Milton and Smith in turn carried on the same business. Later Mr. Calcott sold groceries and finally there was Mr. Cott. He also recalled the temperance hall located across from the church, and a grist mill and

blacksmith shop on the northeast corner. The temperance hall was erected by the Sons of Temperance, who received their charter on April 14, 1874. Some of the outstanding members were Reverend William Burks, Walter Roberts and H.O. Ayrest. The hall was opened and dedicated in 1876 but was only used for twelve years. In 1891 the Royal Templars were established but lasted only three years. The Loyal Order of Orange Lodge located in the community but failed due to the lack of support. The first blacksmith shop was not located at the corner settlement but on Lot 48, west of North Street (now No. 4 Highway). The owner was Cadamile Moore. This same spot is now part of the 401 Highway. As years went on, other blacksmiths such as Pomeroy, Penwarden, Bowlby and John Stacey operated in this community. John Stacey was seventeen years of age when he and his father settled in St. Thomas in 1841. The father then opened a blacksmith and wagonmaking shop on William Street in St. Thomas. Young Stacey, seeing the potential of Talbotville, located on the corners with a blacksmith shop and a wagonmaking business. John Boughner, Sr., built the first wagon in the district. He was the only carpenter until William Bowlby and Walter Roberts became established. Two other blacksmiths were William Smith and Peter Boughner. An American by the name of Henry Collins, a cabinetmaker, arrived at the corners in 1825 from the Long Point settlement. He built a large log building in the northwest corner. His furniture was in such demand that people came from great distances to purchase his merchandise. He closed his business in 1833 and moved to St. Thomas. Edward Godfrey was the principal cabinetmaker for many years.

The *Canada Directory* for 1857-58 lists the following businesses:

Allworth, John	Returning officer
Boughner, John	Talbot House Hotel
Boughner, Peter	Blacksmith
Bowlby, William	Carpenter
Burns, Patrick	Justice of the peace
Cornish, Samuel	Butcher
Doel, Reverend J.	New Connection Methodist
Godfrey, Edward	Cabinetmaker
Knight, Benjamin	General dealer and inspector of taverns
Lodge, Thomas	Cooper
Payne, Esau	Saloonkeeper
Penwarden, David	Blacksmith
Roberts, Walter	Carpenter
Smith, John C.	Reeve
Spackman, John	Postmaster; Mansion House Hotel
Spence, William	Tailor
Stacy, John	Blacksmith

Population: about 300

Talbotville, looking southwest, in 1978.

In the business directory you see John C. Smith listed as reeve. John C. Smith, son of Garret Smith, was born in Yarmouth Township in the year 1816. He kept a hotel in St. Thomas and Union until 1855, when he moved to Southwold on Gore E., North Street. He was elected reeve eleven times and deputy reeve twice. He was also a director of the Southern Counties Fair for many years. He died in 1889. His St. Thomas hotel was actually located in the hamlet of Stirling and was known as Smith's Tavern. Garret Smith, the father, owned the first lot on the Yarmouth side. His land extended to the north and to the west. It is now known as Lynhurst, St. Thomas. Garret Smith and his wife were born at Charlotteville, Norfolk Township. He died on May 23, 1871, at the age of sixty-five. He had a family of seven children: Isaac, Abraham, John C., William, David, Joseph and Sarah.

John Allworth established a post office in his hotel. It was operated by John Cuthbertson. This was the favourite stopping place for Colonel Talbot when he was travelling to London or elsewhere. It was Allworth who gave this little junction the name Talbotville in honour of Colonel Talbot. Before the establishment of the post office, the mail was delivered at Kettle Creek, possibly brought up by canoe to the Hamilton and Warren trading post at the foot of the present old Talbot Street hill. Later the mail was brought to Talbotville by horse and rig from St. Thomas. It went out to two other post offices in the district, Frome and Calder, the latter being in Delaware Township. Every letter bore the stamp "Talbotville Royal." And so it became known as such. In those days it cost 75¢ to $1.00 to send a letter to the old country.

John Cuthbertson, Talbotville's first postmaster, was born in Belford, Northumberland, England, in the year 1815 and was educated at Oxford University. He settled in York (Toronto) and took a position as teacher in a private school in 1845. He taught there until 1847. Among his pupils was Sandford Fleming. At the end of the school term, he was persuaded to accept a position in the Talbot Settlement as postmaster in Talbotville Royal. He was accompanied by his wife Jane and five children. Cuthbertson was injured by a horse and died on September 21, 1854, at thirty-nine. Jane Cuthbertson was born Jane Muirhead in Edinburgh, Scotland, and was a well-educated lady. She remarried to William Hurdle and later moved to Mitchell, Ontario, where she died. Her children, then grown up [sic], moved to Vienna and attended school there with Thomas A. Edison. Ellen Cuthbertson (Robert W. Thom's mother) was a friend of Edison's. She died in 1944 in Collingwood at the age of ninety-seven.

In the 1860 list of business establishments, Simon Knox was shown as operating an ashery just north of the corners by the little creek. Asheries were necessary for making lye and soap. Hardwood ashes were recovered and placed in a large wooden leach on top of

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a layer of straw and a layer of lime. Water was then poured into the leach and allowed to soak through and drip into a wooden trough, which led to a large iron kettle. The drippings were then heated to produce pearlash. Grease, fats, pork and rind were placed in the kettle along with the potash or lye and heated over an intense fire. This process was an all-day affair. Making soft and hard soap was simply a matter of under-boiling or over-boiling, at which time resin and salt were added.

When Dr. B. P. Hall of Hall's Mills died, his wife Bridgett decided to move to St. Thomas to be close to her son Dr. C.B. Hall, who had just received his license to practice medicine and was getting established. Dr. Hall first considered Talbotville, bought land there and did practice for a short time, but the fact that St. Thomas was fast becoming recognized as the county seat prompted him to move there. He built a beautiful home on top of the Talbot Street hill next to Dr. Elijah Duncombe. He married Helen Hamilton, daughter of Sheriff James Hamilton. His wife died on April 18, 1848, in her twenty-fifth year. He lost his brother Darwin in the month of November of that year at the age of twenty-two. Dr. Hall was a great lover of books and had a large library. Included in his collection was a complete set of the Waverley Novels, which he often loaned out. His home was the centre of many social events. His mother died on March 5, 1858, at the age of seventy-four. After this it seems that he had a change of mind and heart, for after serving the community for several years, he moved to Toronto, where he died. It was during the time that Dr. Hall was establishing himself in St. Thomas that he donated his land in Talbotville Royal to be used for a burial ground and church. He still had connections with this locality, answering sick calls by horse and rig all the way from St. Thomas. His home was torn down in 1905 to make way for a new home. Dr. Hiram Gilbert, whose mother was a daughter of David Gilbert, was born on July 6, 1806, near Long Point. Hiram later adopted his mother's surname. He received his license to practice on April 5, 1832. He first practiced near Simcoe, next for a short time in Talbotville, and finally he located at Vienna. While he was in the Simcoe district, he got into trouble by exhuming the body of a young girl for study and was ordered to return it to its grave by Dr. John Crouse of Simcoe. Dr. Gilbert was a bachelor and lived a simple life, ready to help anyone. It is said that at his death in 1864 a large percentage of his accounts were uncollected. He was buried in the cemetery at Port Burwell. David Gilbert, one of the first settlers in the district, settled on Lot 37 on the north side of Back Street, where he lived two years until his cabin and possessions were destroyed by fire. It was the fall of the year and they lived on hickory nuts and pounded corn for two weeks before moving back to the Long Point settlement until the early part of the following summer. Meanwhile Colonel Talbot held onto the lot until Gilbert returned. The Colonel did this in payment for David Gilbert's war services in the War of 1812. In the war, he drove a wagon with supplies for the soldiers. He recalled that one cold winter's night he had to sleep in a hog shed at Delaware village as all the places of accommodation were occupied by the soldiers. At the break of day, they journeyed to Battle Hill on Longwood's Road in Middlesex. In the building and opening of the Great Western Railroad Gilbert played an important part, using his teams of horses to haul the steam engine from Port Stanley to Mount Bridges via Fingal. David Gilbert died in 1891. He was seventy-seven years of age at the time. His sons Jacob and Isaac carried on the line. Absolum, David L., Edgar and Rowley were grandsons of David Gilbert.

According to an essay written by Mark Wallis, there was a private school located on Lot 48 on the west end of the old Webb farm. This school operated three months each year when an American educator visited Canada during the summer. William Webb, an Englishman, settled on Lot 48 west of North Street in the year 1837 and purchased two hundred acres of land. He took part in the 1837 Rebellion. He wrote many articles for the Hamilton *Spectator* under the name "Middlesex Farmer" during the "free school" agitation led by Egerton Ryerson. He introduced dairying here and opened the first cheese factory. Webb was well into

his nineties when he died in 1895 or 96. His farm was carried on by his son Robert. The first school was held in 1827 in a log shanty on Lot 40 on the north side of Back Street, which was part of the land owned by Jacob Lemon. The first teacher was Solomon Savarine. This was only a temporary arrangement until a schoolhouse was built on the northwest corner in 1829 or 1830. The first teacher here was Mr. Price. The section it served was the area four miles to the west and as far south as Kettle Creek. In the cemetery you will notice a weathered limestone gravestone erected in memory of Samuel M. Fassett, a native of Bennington, New Brunswick. He taught singing at the local school and the school at Oneida. He was also a musician and played the bass violin. Death claimed him when he was forty-nine years of age in the year 1837. In 1844 a frame schoolhouse was erected north of the corners on the east side of North Street on Lot 42. This school was used for thirty years and was replaced by a brick structure in 1874. Mrs. John Orr recalled the old school at Talbotville Royal was an important educational institution of the district. About one hundred scholars were enrolled. Dr. Archibald Sinclair of Paris, Ontario, was one of the schoolmasters. Among pupils who became widely known were Dr. Arthur Voaden of St. Thomas, Reverend Thomas Voaden, Fergus Travers, a barrister in Toronto, and many others. One of the students, Theodore Hunt, became a city solicitor for Winnipeg, Manitoba.

The first religious services were held in 1825 in the home of Joseph Lyons, who lived on Lot 48 east of North Street. It was here that a friend of the Lyons, a missionary, preached the good word every time he was in the locality. The early Methodists held their services in the old log schoolhouse until the frame school was built. The first church in Talbotville, the New Connection Methodist Church, was erected in 1856 on Lot 41 east of North Street, and was dedicated on August 2, 1856, with Reverends Rump and Rowland officiating. This church building was replaced by a brick structure in 1878. The first frame church was used by the community until the congregation split up, with a part remaining with the Connection faith and the other part becoming Bible Christians. The latter group built a church of their own west of the corners in 1876. When the New Connection and the Wesleyan Methodists united in 1883, this church fell into disuse and was closed in 1887. Originally Talbotville was on the circuit with the Townline Church. In 1943 Yarmouth Centre joined the charge. In 1954 Talbotville left and joined with St. Andrew's United Church in St. Thomas until 1959, when it rejoined its original charge. Reverend Gani Lazaro was minister in 1978. The clerk of sessions was Jim Silcox, Don Pyatt was the treasurer, and Helen Gunning was Sunday school treasurer.

TAYLOR

Little remains of Taylor. At the present time there is only a large pond beside the railway tracks east of Muirkirk in Aldborough Township on Lot B, Concession 7. Before the coming of the Canada Southern Railway in the 1870s, it was the location of two stave mills operated by D. Waugh and R. Whithead. These gentlemen hauled their products by wagon to Port Glasgow where they were shipped out. The Canada Southern Railway soon realized that this place was important as a fueling stop for the woodburning locomotives and as a source of gravel and fill for the construction of the railroad beds. The gravel was taken from the ridge. The railway then erected a station house on the Lalonde farm and this was used until a station was built at Muirkirk. The hamlet of Muirkirk was named after the president of the Canada Southern company, Mr. Muir. When the big locomotives came in and express units were brought in, a system was introduced to pick up water while the steam engine was in motion. Long pans were installed between the tracks so that water could be scooped up as the engine went by. To keep these pans filled, a pumping station was erected at Taylor and placed under the management of William Nicholson, assisted by H. Keutch and R. Stickler. This system was used until the introduction of the diesel locomotive.

The Canada Southern Railway constructed a single set of tracks from St. Thomas westward. The railway employed many men in the area and paid them 29¢ an hour. The first section gang operated out of Taylor. The Michigan Central Railway took over the Canada Southern in 1882 and operated the road for twenty-one years. In 1930 the railway was taken over by the New York Central and double tracks were laid. In 1967 the New York Central and Pennsylvania railways merged under the name Penn Central. In 1974 Amtrak took over. Taylor at its peak had a general store, but when the railroad business shifted to Muirkirk, Taylor started to die. For many years the mail was picked up at Taylor for Kintyre. Some say that this service terminated in 1914.

TYRCONNELL

(Little Ireland, No. 9)

Along these quiet shores of Lake Erie in Dunwich Township there is but a trace of what was once a busy shipping port, a ghost of former days of activity. In the background the jagged, towering cliffs stand as sentinels to the past. If these surroundings could only speak, what stories could be told, stories of hardship and loneliness, hope and joy. Where once was a shipping port and fishery, all that remain are the concrete pylons of the old iron bridge.

The first settler to locate in Dunwich Township settled near Little Ireland. He was George Crane, a discharged soldier who came with Colonel Talbot in 1803. Crane served the Colonel for three years and then settled on Lot 15 west of Port Talbot after his marriage to Isobelle Finlay, a native of Scotland. His son Anthony carried on the farm after his father's demise in 1834. Anthony took care of his mother for twenty years until her death in 1854. Meanwhile he married Mary McVigars and had Mary, A. Herbert, and W. Albert. The latter two died in 1903 at the ages of forty and forty-four. Anthony Crane died in 1898 at the age of eighty-six. His wife passed away at the age of forty-two in 1870, a victim of the hardships that women suffered in those early years.

The next group of settlers came in 1809. They were Captain Leslie Patterson, a native of Farmanagh, Ireland, his wife Lydia Backus, who was a native Vermont, two children, and sisters. One sister, Mary Storey, brought her son, Walter. The other settler was John Pearce from Rhode Island, who lived in Pennsylvania before he came to Canada. When he landed in the area, he located on Lot 10 and married Frances Patterson. This small group of settlers, along with a hired man, rowed all the way from Erie, Pennsylvania, in a heavy flat-bottomed boat, keeping close to the eastern shore, crossing the lake at Buffalo and then hugging the northern shore. It took a month to reach Port Talbot. One wild day they had to beach their boat as it was splitting in two. Luckily the hired man found the wreckage of another boat along the shore and was able to salvage some material to make repairs. Meanwhile Walter Storey journeyed by foot through the bush driving his livestock before him. When this group arrived at Port Talbot, Colonel Talbot was overjoyed and made them welcome, for the Colonel found that John Pearce had brought with him a loom, a priceless item. The group stayed with the Colonel for a month and helped to harvest the Colonel's wheat before proceeding on to their allotments. More must be told of John Pearce's marriage, for by this union four sons were brought forth: William, Leslie, John and Richard. John Jr. was born in 1818. He married Eliza Moorhouse in 1840 and carried on his father's farm after his father's death in 1850. He lost his mother the same year. During the War of 1812 and 1814, he, along with Colonel Talbot, Colonel Mahlon Burwell and Captain Willsoe, took part in the Battle of Lundy's Lane. It was during this skirmish that John tried to save some horses that were hitched to artillery pieces, but it was too late. The position was taken and retaken three times by the enemy. John Pearce, while on duty at Turkey Point, brought some pear seeds home and planted them on his farm. The next settler of interest was Stephen Backus of New York and his wife Ann Storey. They settled on Lot 13, Concession 10 in 1810. This man was very active in the development of the community. He was born in 1786 and lived for eighty-one years, while his wife, who was born in 1791, died in 1857. The farm was carried on by his son Stephen

Jr., who married Elizabeth Burgess, daughter of Dr. Burgess. This pioneer doctor looked after the needs of the people of Port Stanley and Tyrconnell and settled down in the latter. He died at the early age of fifty-two in 1862, leaving behind his son William Jr. Stephen Backus, Jr., had seven sons and like their father they became important members of the community. Backus died in 1914 at the age of eighty-nine. His good wife predeceased him by seven years. The home was later occupied by James F. Littlejohn.

Mrs. Gilman Willson, when interviewed prior to her demise, recalled the troublesome years of 1812 and 1814, when American renegades, disguised as Indians, crossed the border, robbing and wreaking havoc all along the lake front. Her husband Gilman, who was a veteran of that war and a captain in the Middlesex militia, knew Captain Samuel Edison and David Secord, the latter being the son of Peter Secord. Peter Secord lived to the age of 103 years and died in 1818. It is said that he killed four wolves at the age of 102 and walked twenty miles to claim the bounty. Mr. and Mrs. Gilman Willson are buried in St. Peter's Cemetery.

When we write of this locality, we must take into consideration that where St. Peter's Church and the village site are located was known as No. 9 and Little Ireland. The brother of Colonel Talbot named it Tyrconnell with the shipping section at the foot of Erie Street known as Port Tyrconnell. The name became a reality when James Blackwood purchased land from George McBeth and had it surveyed into lots and streets in 1852. Blackwood operated businesses in other parts of the county before coming to Tyrconnell. In Stirling, at the foot of the old Talbot Street hill, he had opened a store and was so successful that he became bolder. As St. Thomas was becoming important, he invested and had a six-storey mill erected on the Mill Creek. This wool mill was located at the western end of what is now Chester Street, which was in the past part of Hog's Hollow. This hill was also known as Sebastopol Hill and later Pest Hill. At present it is part of Sunset Drive near the St. Thomas Sanitation Department. James Blackwood and his brother Andrew managed the various businesses until the mill was destroyed by fire in 1851. The wool mill was never rebuilt and James Blackwood, being a stubborn fiery Scotchman, decided to start all over again at No. 9. He sold lots in Tyrconnell at public auction and made $16.000 [sic]. Of that sum he spent $10.000 [sic] erecting a beautiful home, but he was to lose all of this as he was heavily in debt and was unable to release the mortgage from the property, thus being unable to give a clear title to the village lots. The land fell back into the hands of George McBeth. This parcel of land was in chancery for ten years before being purchased by Meredith Conn. Prior to his bankruptcy, Blackwood built a general store in 1855 and was successful in that enterprise for a time. Then he built a warehouse in 1856, purchased grain and shipped it out by boat. The grain had to be taken to the sailing ship, which anchored out in the lake, by barge or scow. This was before the pier was built. The pier was constructed by the Dunwich Pier Company in 1861, with the directors being John McKillop, Meredith Conn, John Pearce, Peter Gow and James Blackwood. This pier was the means by which Tyrconnell became an important shipping port until the pier fell into decay and was closed in the year 1890. The coming of the railroads spelled doom to this port.

After the destruction of the mills at Port Talbot by Brigadier-General McArthur and his troops, the only mills that were in operation were the Tisdale Mills at Vittoria in Norfolk County, and the Backus Mill north of Port Rowan, also in Norfolk County. These mills were spared, according to Colonel Talbot, by the entreaties of the American, Marshall Long, who remained at Long Point to deliver the British prisoners. The prisoners, who were captured on Lake Erie and at the Battle of the Thames, had been landed in detachments at Long Point from a Kentucky prison. They were in the most deplorable condition—nearly naked, sick and some dying from neglect, exposure and malnutrition suffered during their many weeks' journey home. The prisoners included men, women and children. You can see the desperate situation that the settlers faced with no mills to grind their wheat. Many settlers used stump mills.

Some of them walked to the Backus Mill with a bag of wheat on their shoulders to have it converted into flour, while others rowed to Long Point in a boat. When Messrs. Buller and Haynes built a grist mill on the lower section of No. 9 Creek in 1817, it was looked on as a blessing by the local inhabitants. Other blessings occurred when a Mr. Colby erected a sawmill on the upper portion of the creek in 1820 and Absolem Shade built a warehouse near the lower mill and turned a portion of it into a general store. The latter was operated by a Mr. Hewitt, who in 1825 built an ashery. The nearest store before this was east of Fingal and was operated by Colonel McQueen on Lot 24, Talbot Road, just east of the present site of Fingal. The store was located in a portion of the house and his wife's half-brother, Amasa Wood, was the storekeeper. In 1826 Archibald McIntyre erected a distillery just below the sawmill. Because the demand for spirits was so great, a second distillery was established by a Mr. Steele. Colonel George Henry purchased Colby's mill and operated it for a time and then bought out Messrs. Buller and Haynes. He then controlled the upper and lower mills. Along with this he erected a carding mill while his brother Phillip purchased the tannery that was founded by Joseph Fox. He operated it for three years and in 1835 sold it to Samuel Ladd, who hired T.M. Moore to operate it for him. Moore later moved to St. Thomas and opened a tannery there. The site was later occupied by the public library. He also became the first mayor of St. Thomas in 1861. Colonel Henry sold out to Frank Sydell and moved to Mosa Township. The site later became known as Clearville. Here he erected a flour mill on No. 52 Creek, being the first in the township of Mosa. He purchased the land from John C. Bury in 1830 and laid out the land into lots. It became known as Hannover Mills. This occurred when James Bogart, a native of Germany, and T.H. Taylor became partners in the business. Old No. 52 Creek was later renamed Clear Creek and the settlement Clearville. Today there are only a boys' camp and a few summer cottages on the site. When the Colonel died, his son carried on the business for a few years before selling out to Messrs. Bogart and Taylor. He moved to Duart and became a farmer along with his brothers and their sons. Colonel Henry, while living in the hamlet of Tyrconnell, was also a pillar of the Wesleyan Methodist Church. Samuel Ladd, who owned the tannery, opened a shoe and boot factory and employed Isaac Payson, John Matheson and James Dowhel. The next general store to be established was opened by Anthony Conn south of Colonel Henry's grist mill. Hamilton and Warren of Stirling and St. Thomas, seeing the lucrative possibilities, opened up a branch store and warehouse in 1830 and purchased pork, black salts and grain. They operated for three years and sold out to a Mr. Growndike, who in turn sold to the Ladd brothers in 1835, who sold to James Coyne and his brother Thomas in 1836. The Coynes made additions to the building. When the Ladd brothers left for greener fields, W.H. Morden operated the tannery for years and later moved to Bismarck (West Lorne). John Michell or Mitchell took over the grist mill at the end of Erie Street and turned out four hundred bushels daily. Charles Humphrey founded a handle factory and his brother Moses opened a wagon factory. John D. Pearce set up the first cheese factory in the district in 1865.

Every corner settlement, hamlet and village seemed to have one or more hotels and Tyrconnell was no exception, for it supported two. They were the Tyrconnell House and the Globe Hotel, the first one being operated by William S. Froome and the latter by Elias Hawkins. Tyrconnell's first post office was located in the home of Colonel Leslie Patterson from 1837 to 1852, with the first postmaster being Thomas Coyne. The first mails were brought in and carried out once a week on horseback by couriers. Later the community was serviced three times a week by letters and newspapers. It was in 1870 that a telegraph line was connected to Tyrconnell. In 1905 a telegraph line was strung from Port Talbot to Wallacetown, giving the people of the district their first modern communication system.

The *Canada Directory* of 1857-8 lists the following businesses in Tyrconnell.

Armstrong, Thomas L.	Schoolteacher
Banks, Thomas	Carpenter and joiner
Blackwood, James	Postmaster and dealer in dry goods, groceries, hardware, provisions, etc.
Brown, James	Carpenter
Cameron, Peter	Blacksmith
Conn, Atkinson	Architect and builder
Curtis, Mrs.	Hotelkeeper
Curtis, Samuel	Tailor
Dubault, Nelson	Cooper
Gay, William	Mason
Gilmour, William	Storekeeper
Gonne, Reverend William	Baptist
Gonne, Thomas	Carriagemaker
Holland, Reverend Henry	Church of England
Humphries, Moses	Carriagemaker
McNiff, Michael	Harnessmaker
Mitchell, Joseph	Flour mill
Morris, Robert	Carpenter and joiner
O'Brien, John P.	Cabinetmaker
Ritchie, John	Blacksmith
Scott, G.	Shoemaker
Scott, Joseph	Shoemaker
Swan, Reverend	Wesleyan

Population: about 500

On August 17, 1959, a tract of wooded land was donated for a park by John E. Pearce. At the ceremony the Honourable J.W. Spooner, Minister of Lands and Forests, accepted the gift on behalf of the people of Ontario. A large plaque designed by Donald Inman, an artist employed by the Department of Lands and Forests, was also unveiled at the ceremony.

The Tyrconnell fishery was once a busy place. It was common to see Earl Stevenson, Alex Morrish, George Dawdy and Del Declute busy repairing the poundnets. The icehouse, fishing house and the wharf from where once Doug Walters and his crew set out to bring in the harvest of the lake are gone now. As fishing became uncertain, the Tyrconnell fishery fell into disuse and the lake waters reclaimed the remains.

One of the area's outstanding families was the Conn family. In 1823 Meredith Conn, son of James Conn, Sr., and his wife Catherine Humphrey, along with his brother James Jr., left Armagh, Ireland, and came to Canada. Meredith Conn was thirty-one at the time. He obtained land from Colonel Talbot and erected a colonial-style dwelling east of the Backus farm in 1828-9. Before the erection of the school, part of the house was used as a school in an emergency. Here Conn raised four sons. Conn was a close friend of Colonel Talbot and became a magistrate and the first assessor of Dunwich Township. His youngest son, Meredith, had a great business mind and was instrumental in the growth of Tyrconnell. Under his supervision the Dunwich Pier Company was founded and a pier five hundred feet long was built out into the lake. Its thirty-foot width provided space in which to pile the products. Before this a ship had to anchor out in the lake and the goods brought out on scows. This project put the port on the map and it became known as Port Tyrconnell. As much as 75,000 bushels of wheat were shipped out annually and earned the company $600 each year. The pier was used until the coming of the railways and trade was diverted to other ports such as Port Stanley

and Port Burwell that were serviced by a railroad. After 1890 the pier was no longer usable. Meredith Conn, Jr., became a grain merchant, buying grain and shipping it out by boat and rail to Liverpool and New York. He had warehouses in Dutton, Ridgetown, Iona Station, Bismarck, Tyrconnell and Springfield. Conn married the daughter of W.H. Morden in 1853 and by this union had a son, Anthony, who was also business-minded. The senior Meredith died on October 24, 1889, at the age of ninety-eight. His wife Catherine predeceased him on January 31, 1879, in her seventy-ninth year. The Meredith Conn home became a victim of time. Today a modern hatchery, which is operated by John Hentz and his son, occupies the site of the old home.

The religious interests of this community were Anglican and Methodist. Mary Storey, widow of Andrew Storey, a native of Farmanagh, Ireland, settled on Lot 11, Concession 10, and donated ten acres of her land for the establishment of a church and burial ground. She passed away on July 22, 1842, leaving her farm to her son Walter. The first religious services were held in the home of Colonel Talbot. Missionaries often travelled through the area and stopped at Port Talbot, where they were welcomed and kindly treated. They generally stopped for a few days and the Colonel sent out word to the settlers. Many of the settlers brought their children and had them baptized. Among those who preached there were Bishop Stuart and Dr. Strachan; the latter became Bishop Strachan. Reverend Alexander MacIntosh also journeyed from St. Thomas in 1824 and held services in Colonel Patterson's house as did Reverend Boswell, who later succeeded Reverend MacIntosh. It was in the home of Colonel Patterson that seventeen people were confirmed by Bishop Stuart in 1827. In the fall of that year St. Peter's Church was built. The church was erected by Colonel Patterson, Stephen Backus, Sr., and Walter Storey, the latter two being framers. There was no scarcity of lumber in those days so the best of blue and white oak was used for the framing. The exterior was finished in rough-cast; the shingles and lath were made of pine and split by hand. Colonel Patterson went by boat to Buffalo to purchase glass, putty, lead and oil. The nave was built at this time and seven years later the present siding was added by Stephan Backus. John Pearce finished the interior by lathing and plastering the walls and ceiling, and making seats and a reading desk and pulpit. The floor near the steps leading to the chancel has some square pegs in it which indicate the early location of the altar. The first services were held with a carpenter's bench being used as a pulpit and planks on blocks of wood to seat the congregation. The belfry and tower were added eighteen years later. In 1840 Bishop Strachan consecrated St. Peter's and two years later the parish received its first resident priest, Reverend J. Stewart. At the same time St. Peter's was separated from St. Thomas and became the centre of a large circuit which included areas of Norfolk, Essex and Lambton counties. In 1839 St. Peter's passed from the Diocese of Quebec to the newly created Diocese of Toronto and when it was divided in 1857, this parish fell under the jurisdiction of the Diocese of Huron. This church was instrumental in the founding of St. Stephen's Church at Burwell's Corners. Mary Storey purchased her land from Colonel Talbot for two barley corns, and part of the land that she donated for the church and burial ground was deeded to the Bishop of Quebec. The first burial was that of Matthew Stuart in 1825. Colonel Thomas Talbot died on February 6, 1853, at eighty-three and was laid to rest among the settlers of the district.

The good folk of the Methodist denomination, having a desire to have their own place of worship, got together and erected a frame ediface in 1855. Anthony Conn, son of Meredith Conn, erected the frame and Robert Barr enclosed it and finished the interior. When the church was officially opened in February of 1856, it became known as the Wesleyan Methodist Church. Prior to this the Methodists held their services in the school on the Backus farm. The first missionary was Reverend Ferguson. This was a mission until 1836 and in that year it became part of the St. Thomas circuit. In 1854 Fingal was set off and Tyrconnell became part of that circuit. Later the church was set off again and became part of the Bismarck (West Lorne) circuit. In a few years the church became independent and joined Dutton, with one of the pastors

being Reverend E. Teskey. The ministers then moved from Tyrconnell to Wallacetown. Here Reverend J.G. Follis preached. The parsonage was then moved to Dutton and became the head of the circuit. The Tyrconnell cemetery was opened in 1870 on land donated by Meredith Conn. During the years before the establishment of the Methodist Church at Tyrconnell, early services were held at the home of Henry Coyne over a span of three years, and at the homes Peter Crane, Job Curtis and Jonas Page. The services were handled by saddlebag preachers such as Reverend John Ryerson, Reverend Ephriam Evans and Reverend Ashel Hurlburt. At the services, Page led the singing every Sunday with the aid of a tuning fork. After an organ was obtained, it was played by Elizabeth Backus. The minister at this time was Reverend Maudsley, who also preached at Watson's Corners. The Wesleyan Methodist Church closed in 1926 and the congregation moved to the Wallacetown Methodist Church.

The educational needs of this community were met in various ways with the first school being held in the home of John Pearce in 1822. The first teacher was Thomas Gardener. He was hired on a six-month basis. Thomas Gardener was the uncle of James Gardener and brother of Singleton Gardener, the founder of the hamlet of Cashmere, Mosa Township. In 1824 John Miles Farlane kept school in a house on Lot 11, Concession 11. This was located on one side of the settlement and people felt that the school should be more centralized and so erected a school on the corner of the Backus land. The names of the teachers who taught in this school were Alvro Ladd, Lemuel Ladd, Phurel Ladd, Robert Mowbray and Jane Hyndman, who was a half-sister of Dr. George Southwick, who was a prominent medical man in St. Thomas and was its second mayor. The little school on the Backus land fell into decay and seeing the need for a new school, the settlers got together in 1833, organized a bee and a log schoolhouse was erected on land donated by James Conn. The schoolhouse was completed in 1835. The older children and youths went to St. Thomas to further their education. In the hamlet of Tyrconnell, the first school was held in the room of a house on the east hill in 1847. In 1848 a school was erected on the same site with the teacher being Jane Best. In 1864 a larger school was built west of the hamlet on Lot 7 with the teacher being John Thompson. In 1881 the school was enlarged. J.E. Ore was the principal and Miss M. Baker the assistant. Tyrconnell also had a singing school, the brain-child of Archibald Duncan, a native of Scotland who came to this community to work as a clerk in Blackwood's store. He approached John Pearce with the idea. When it was met with approval, he held the school in John Pearce's loom house in 1858.

Just east of Tyrconnell you will notice a parcel of land reaching out into the lake. This is Plum Point. It was in this area that Richard Dollwyn, Mr. Faulcher, George Crane and Thomas Moorehouse settled. The latter emigrated from Ireland with his wife Janet and daughter in 1824. That summer tragedy struck with the drowning of their little girl Marie, who fell in the lake while dipping for water with her pail. The body of Marie Moorehouse was recovered and taken to St. Thomas and buried in the old churchyard. The parents lost heart and moved to Euphemia Township in the spring of 1825.

It is well known that Lake Erie can be very savage with its deep, rolling waves and the wind from the southwest that drives ships into its shallows. One of these places is off Plum Point. It was the scene of many dramas, one being the time when the American schooner *Groton* and the schooner *St. Lawrence* got into difficulty. The ships had their decks loaded with coal and were headed for Port Stanley when a storm struck on November 11, 1897, and drove them into the shallows, pounded by the rough waves. Word was sent to Port Stanley that the two ships were in distress. The tug *A.V. Crawford* was sent to assist the *St. Lawrence* but the captain reduced his cargo by two tons and was able to make harbour two days later. In the case of the *Groton*, the crew members were found in a yawl and were towed into the harbour by the lifeboat crew. The *Groton* was a complete wreck. Twenty-eight miles west

of Port Stanley the crew of the schooner *Cleveland* was rescued. Pumps were manned by the life-saving crew while the tug *Snowstorm* towed the vessel to Port Stanley. A short distance from Plum Point the *Albatross* floundered and was wrecked. The American government awarded those who took part in the rescues with gold medals, three of them being Luke Berry, Frank Eveland and Henry Sherry.

An old gentleman I interviewed in 1937 by the name of Mr. Campbell recalled the wicked night of December 9, 1909, when the local people heard the mournful sounds of the car ferry *Marquette and Bessemer No. 2* in distress off Plum Point. The complete story of the sinking can be found in my history of Port Stanley in Volume II.

During the dry days of the American prohibition, this little port was a popular place for rum-runners to pick up their cargoes as Port Stanley and Port Burwell were under the scrutiny of customs and police officers. At various times a long, low, sleek motor launch anchored offshore at night and waited for a truck to arrive. The men in the truck placed the cargo, which was in burlap bags, in the lagoon under the old iron bridge and after dipping the truck's headlights, quietly drove away. A boat was rowed to shore, the cargo was picked up, and then the boat, too, quietly stole away. The launch was later captured near Port Burwell and beached by customs officers.

UNION

The name Union was first used when the post office was established at the crossroads in 1851 by three early settlers — William Mandeville, Squire Johnson, and James Haight. The latter became the postmaster. Union was so named because of the uniting of two important roads, the fourth concession (now Elgin County Road No. 27) and the London and Port Stanley Plank Road (now No. 4 Highway). The Bostwick Road came out of the east and crossed the London and Port Stanley Road north of the crossroads, semi-circled westward past the western end of the mill-pond and connected with the London and Port Stanley Road further south. Here again is an example of a village springing up around a mill-pond. The story of the many mills along Beaver Creek is a lengthy one.

Businesses

The village business section in 1857 consisted of the following establishments:

Allen, Henry	Cabinetmaker
Allen, Jude & Son	Cabinetmakers
Connors, John	Shoemaker
Ferns, William	Joiner and carpenter
Fordyce, Ora	Justice of the peace
Haight, James & Sons	Postmaster, general store, flour and grist millers, wool manufacturers, and carding mill
Hooples, Joseph	Harnessmaker
Johnson, Randolph	Reeve, justice of the peace
Ketchum, Alexander	Distillery
Lanning, John	Justice of the peace
Mandeville, William	Blacksmith and carriagemaker
Mattocks, John	Painter
Mills, Reverend Thomas	Baptist minister
Montgomery, Robert	Saloon or tavern
Moore, T. & G.	Door and sash makers, also millwrights
Munn, John	Cooper
Nokes, Richard	Tavern
Norman, William	Tailor
O'Connor, Martin	Bricklayer and mason
Ollin, Henry & Robert	Cabinetmakers
Ollin, Jude	Coffin maker
Philpot, Richard	Bricklayer and mason
Scott, Enos	Commission merchant and cattle drover. *He later went into the meat packing industry.*
Stephenson, John	Butcher
Stone, Andrew	Builder
Sweetland, Frederick	Blacksmith and carriagemaker
Webb, George	Shoemaker

Population: 300

In 1865 Enos Scott founded the Union Packing Company. He employed twelve hands and had an annual production of five to six hundred tons of pork products. Enos Scott was one of the men who put Union on the map with his factory. He was born in Dereham Township in 1824 and came to the locality with his parents, who settled on a farm on the sixth concession of Yarmouth Township. He finished his school days in the area and no doubt went to school with Jehiel Yorke; the William Yorke farm was just a short distance down the road. He was brought up by Quaker parents north of Tillsonburg, but later in life became a Baptist. He married Sarah Creelman of New Brunswick and by this union had two children. His son John W. died in 1857 when he was three years of age. His daughter Valeria married John Marlatt. Mrs. Scott died in 1876; she was only fifty at the time. After Scott finished his school years, he took up the trade of cabinetmaking and was in that business until his establishment was destroyed by fire. After the cabinetmaking business, Scott became a cattle drover, a commission agent and a merchant. It was during this period that he saw the need for a packing plant and so erected one at Union. The Union pork plant was successful from the very beginning and his export outlet boomed·until his American market went through a depression and he was caught with over-extended credit on his books. His business was saved by financial help from Sheriff Colin Munro and again he was on his way. The good fathers of Aylmer, seeing the potential of the pork plant, encouraged Scott to move to Aylmer and offered him $500 as a bonus, plus ten years' tax freedom and a railway spur to his plant. Scott and his partners Jehiel Yorke and John Marlatt, Jr., accepted and in 1873 moved to Aylmer. The Elgin Pork Plant, as it was now named, was established on the corner of St. Andrew and South streets in Aylmer. It became the largest plant of its kind in Canada. After some years Scott branched out on his own in Aylmer and erected the residence known as "Swiss Cottage." Before that he had a house on South Street, not far from the packing plant. Jehiel Yorke carried on the factory for a number of years and then took up residence in London, Ontario. John Marlatt left the plant and took up residence in Ridgetown, where he stayed for a short time before finally moving out west to take up ranching near Moosejaw. He died in 1912. He left one son, Roy. Before Marlatt left he took as a partner George Walker in 1882. The plant was under the proprietorship of Walker and Lorenzo Marlatt when it was destroyed by fire in 1889. The location of the Union Packing Plant was west of Colborn Street (now No. 4 Highway) on the north side of what is now known as Elgin County Road No. 27. After Scott moved away, the land became the property of Cyrus Stockton and a house was built thereon; it later became the property of George Baak. When Scott married in 1845, he erected a frame house near the southeast corner of Colborn Street and the Sparta Road (Elgin County Road No. 27). It later was the residence of William Murray Scott until his death.

The abandoned railway station west of Union, 1981.

Beaver Valley at Union saw many mills come and go down through the years. The first mill was a woollen mill west of the village built in 1837 by James Thompson, a native of Illinois, with the assistance of Jacob Preffer. Preffer, a skilled machinist, installed all of the machinery. He was born in 1794 in New Hampshire on the farm adjoining the home of Horace Greeley, a good friend of Abraham Lincoln. When he was twenty-two years of age, he came to Canada. When he first arrived he decided to settle at Hall's Mills, Westminster Township, where he built a woollen mill which he operated for a period of a time, then sold and moved to the southern section of Yarmouth Township where he became the first blacksmith in the area. His blacksmith shop was constructed of four upright pilings that supported a bark roof. Preffer, seeing the need for a method to grind the grain into flour, constructed a stump mill and since this was not productive enough, he built a water-powered grist mill using some fieldstones for millstones and powering the mill with a flutterwheel. This mill was located on his land, Lot 9, Concession 4. In 1837 Jacob Preffer turned most of his talents to the Thompson woollen mill and in 1842 he built his own spinning jenny of ninety-six spindles, forging and grinding the spindles by hand. He made a wool carding machine of four power looms, one broad and one narrow; the latter he installed in the mill in 1843. James Thompson developed other interests in his home state and left the Union area forever, leaving the woollen mill in the hands of Jacob Preffer near the end of 1843. Preffer sold the mill to James Haight who operated it until 1871 and then sold out to Thomas and Benjamin Green. Meanwhile in 1866 Solomon Willson erected a flour mill on the same creek not far from the woollen mill. Herbert Hathaway recalled that the mill was destroyed by fire in 1887. He spent all night putting out small fires on his farm. The cause of the fire was attributed to someone leaving the firebox open on the boiler, which allowed a spark to set the nearby pile of corncobs on fire. Hathaway recalled that the fire was so fierce that flames soared sixty feet over the height of the smokestack. The mill was rebuilt by Solomon Willson, who hired George Ponsford to do the job, this time of cement blocks. This mill was powered by water that was carried from the dam via a long flume to feed a large overshot waterwheel. Willson had a large boathouse built on his mill-pond. His house was erected at the top of the east hill; it was later owned by Robert Davis, County Registrar. A wooden bridge was built over the mill flume. It was removed in 1909 and a culvert was installed. A small bridge was placed over the flume that fed the grist mill. Solomon Willson was born in Wentworth County in 1836. He was the son of Mordecai and Rachel Willson. The family came from New Jersey in 1815 and first settled in Wentworth County and later relocated in Yarmouth Township. Mordecai Willson died in Union on March 30, 1890, at ninety-eight years of age. Rachel Willson died eleven years before her husband. Their marriage brought forth six sons and two daughers. Only two of the sons, Joseph and Solomon, remained in Union. Isaac moved to Wardsville, Silas to Los Angeles, and George to Colorado. James took up residence in Sarnia. The two daughters became Mrs. Graham of Union and Mrs. W.H. Farr of Greeley, Colorado. The daughter of Solomon Willson became Mrs. Edgar F. Willson of Union. Charles, the only son, resided in Union. Solomon Willson, who died on October 21st, 1922, operated along with his woollen mill a store where he sold his woollen goods in the 1890s. It was located at 29 Talbot Street in St. Thomas, west of Pleasant Street on the north side.

Not far from Solomon Willson's gristmill was the residence of John Wilkinson, who was known locally as "John the Miller." The house was erected by Willson. John Wilkinson was a gruff old English gentleman who was respected by all because he was an expert miller. He operated a mill for nearly forty years. He lived alone except for the companionship of his two dogs who accompanied him wherever he went. He was not interested in anything outside of Beaver Valley and never left the valley at any time in his life. He died in 1894 and was buried in the Union Cemetery under a monument that had a millstone carved on top accompanied by the words "John the Miller." I must mention that the new mill was taken over by George Doolittle because by this time Wilkinson was getting too old. For a number of years he lived in the mill until Solomon Willson erected a house for him on the side of

the hill above the dam. After Wilkinson's death, this house was purchased by Dan Sullivan and moved to the site of his new residence and built on as a kitchen. George Doolittle became the proprietor of the mill, operated it until 1914 and then sold it to Joseph King, who in turn operated the mill until his retirement. I should also state that the section of Union now known as Oakview Estates was once the farm of Isaac Willson. He later moved to Wardsville.

When James Blackwood's woollen mill, which was located on the Mill Creek southwest of St. Thomas, was destroyed by fire in 1851, the salvaged machinery was purchased and installed in the old Haight mill. Haight's mill was described as being a three-storey frame building that was 125 feet in length, 36 feet in width and powered by a waterwheel. The mill was apparently torn down and a new frame building that was 140 by 80 feet was erected on the site. This was a common practice as old mills had a tendency to shake apart and become unsafe. This occurred more in grist mills without hurst frames in the power section. The Green brothers' mill gave employment to ten hands as did the Haight mill. At one point when the demand for woollen products was at a low, the Green brothers decided to sell the mill and try farming. After establishing themselves on the farm, they set out to close the fields with a split rail fence. They rolled out a log and drove a wedge into it. Nothing happened. They drove in another wedge and still nothing happened. They drove in another and another until there were no more wedges and still the log remained in one solid piece. This failure made up their minds to quit farming. They went back to the wool milling business and managed to buy back their old mill. (This story was recalled for me by Herbert Hathaway.) The Green brothers, Benjamin and Thomas, each built a residence in Union. Only one still stands north of the Union Golf Club. It is known as "Burnside." In later years it became the residence of Thomas Henry Scott. The woollen mill was located in Beaver Valley at the rear of the house. The Green brothers carried on an extensive business and exported 20,000 yards of Canadian tweed cloth annually. The mill was in operation until 1887. It was later dismantled.

The first tannery was operated by Jesse Page on his lot. He first settled on Lot 12, Concession 1, in the year 1810. He was only a handshake down the road from Isaac Minor's sawmill. That locality even had two potteries, one being operated by Samuel McAfee and the other by John Harvey, a former employee of Samuel McAfee, on Lot 8 of the fourth concession. Another industry that vanished from the scene in addition to Sinclair's cheese factory was George Doolittle's apple evaporating plant. It was located near the site of the present Union Athletic and Sports Club. I would be remiss if I overlooked the one and only distillery that ever operated in Union. Alexander and Miles Ketchum also operated the hotel on the southwest corner of the road north of the pond. I recall the old Union Hotel, a solid red brick building with colonial-type windows in the attic. Down through the years it was used as a store and dwelling until it was dismantled. I also recall the old cider mill next door; it was at one time a wagonmaker's shop. The house next to the old cider mill was at the time owned by T. Gledhill. William Whaley told me that the first Sunday school was held in this building. He also informed me that the Union Golf and Country Club was at one time on the Whaley farm and was converted in 1924, with Dr. F.O. Lawrence as its first president. The last blacksmith that Union ever had was Robert Francis McPhail, who had his shop across the road from the old United Church. In later years he was kept busy repairing farm machinery. He was born in Port Bruce in the year 1883 and was the son of James McPhail. His mother was Mary Ann Hubbard before her marriage and was a native of England. Robert McPhail opened his business in Union in 1908. By his marriage to May Stewart he had three sons and two daughters. His sons were Neil of St. Thomas, Lorne of Detroit and Daniel of Union. His daughters became Mrs. Lorne Hamlyn of Belmont and Mrs. Peter Meeuse of Union. I spent many afternoons in his shop. Robert McPhail died in 1954.

The first postmaster was John Ellison in 1851. The post office was in his residence. The first official postmaster was James Haight, who held the post until 1864. He was succeeded

by William Mandeville, who served until 1867. Solomon V. Willson was assistant postmaster until 1867. E.J. Steele was postmaster from 1867 to 1873 and was followed by Francis G. Jones until 1873 *[sic]*. Jones also was at one time partners with James McKenzie in the general store. James McKenzie became the next postmaster, a post he held for thirty-nine years. R.H. Millen was the next postmaster until 1913; he was followed by H.W. Steele, who served until 1914. Thomas H. McCombe was postmaster until 1933, followed by John Hiram Moffatt, who held the office until 1938. George H. Cross took over and served until 1945 after which the postmaster was Norman J. McCallum for thirty years. Fred and Vera Hindley took over from 1975 until June 1st, 1977, after which it was taken over by Mr. and Mrs. Ken Brown.

When William Mandeville was postmaster of Union (1864-1867), the business section was made up of the following:

Asburn, A.D.	Blacksmith
Boggs and Scandritt	Flax mill

(I will write of the Boggs later on because they were involved in many business enterprises in Sparta, Union and St. Thomas. In fact, George Boggs was in the vinegar and cider business and at one time used the basement of the old town hall in St. Thomas for cider storage.)

Clark, Albert	Union Hotel
Connors, John	Shoemaker
Haight, Green and Company	General merchants
Mandeville, William	Postmaster, wagonmaker and justice of the peace
Montgomery, Robert	Hotel north of the corners
Norman, William	Tailor
Sweedland, Fred	Blacksmith

The business section in 1872 consisted of:

Clark, Albert	Hotel proprietor, Union Hotel, northwest corner. Originally erected by John Ellison.
Connor, Peter	Shoemaker
Davidson, James	Wagonmaker and blacksmith
Goodwin, Samuel	Cabinetmaker; *later moved to St. Thomas.*
McAuliffe, Timothy	Blacksmith
McKenzie, James	General store
Norman, William	Tailor
Philpott, Richard	Mason
Scarboard, C.	Blacksmith
Sinclair, John	Cheese factory
Sweedland, Fred	Blacksmith

In 1896 the business section consisted of a butcher shop that was under the partnership of Belmer and Bearss. During this period the Union Hotel was operated by Charles Dew. Allan McCall was proprietor of the hotel north of the pond. In the month of December 1904 some daring burglars blew open the safe of James McKenzie and stole $50 in bills and coins. James McKenzie was the general merchant, postmaster and justice of the peace. He passed away in 1912; he had been the postmaster for thirty-five years. He was a native of Belah, Scotland, and came to Canada and settled in Union in 1864. McKenzie left behind his brother Angus and two daughters. In 1905 James Norman was officially appointed issuer of marriage licenses. In 1909 a gloom was cast over the village by the deaths of Harry Thomas and Roy Hinds, who lost their lives in the sinking of the *Bessemer No. 2* during a winter storm.

The business section in 1908 was as follows:

Chapman, Edmunds	Wagonmaker
Dadson, William	Sawmill
Dew, Mrs. H.	Hotel
Doolittle & Pinter	Cider mill
Glidden, John	Blacksmith
Hamlyn, Thomas	Grist mill
McKenzie, James	General merchant and postmaster
Norman, James	Tailor
Stoule, Mrs. R.	Grocer
Daily stage to St. Thomas	

Population: 300

Churches

The first religious meeting was held in the year 1820 in the residence of David Burgess on Lot 9, Concession 2 of Yarmouth Township, where he had settled in 1819. David Burgess also gave the first temperance lecture in the home of Elias Moore. He was a kind man and was friendly with the local Indians. He thought nothing of having six or seven sleeping around the fireplace in his cabin. They always said when they departed, "David, he good man." The land that Burgess obtained was originally Clergy Reserve. He built a log house close to the road at the top of a small rise. For years it could be seen behind the imposing residence of his great-great-grandson, Homer Johnson. It was here that the first Methodists held their meetings. Later they held the meetings in a school one mile north of the old farm. They did not have a regular pastor but had to rely upon visiting saddlebag ministers. It is believed that one of these was John Ryerson of Long Point. In 1836 St. Thomas circuit was formed and a regular service was held at Union with Reverend Conrad and Reverend Vandusen, who were stationed at St. Thomas. In 1854 Port Stanley was set off from St. Thomas and Union became part of the circuit. The first Methodist Church was built on the east side of Colborn Street, half way up the hill. On the 17th of June, 1850, one and a half acres of land were purchased for £15 by the trustees of Union Wesleyan Methodist Church, namely Samuel Ferrin, John Peacock, Randoph Johnson, Samuel Burgess, Chauncey Burgess, Edward Forknell and James McKay, from John and Pearly Willis for a church site and burial ground. This land was located on the west side of the road. The old church was moved and a porch was added. On September 8, 1876, a new site was purchased from Susan Hepburn for the sum of $30 and so a new brick edifaze was erected by Sanders and Ponsford of St. Thomas. It was dedicated on November 18, 1877. The old church was sold, moved from the site and was first used as a dwelling and later converted into a garage. It was later destroyed by fire. The first pastor of the new church was Reverend A.G. Harris. This church was destroyed by fire during a winter storm on February 6, 1948, because the pumps on the fire truck froze. A new church was erected in the summer of 1948 and a dedication service was held on October 7, 1948, by Right Reverend Willard E. Brewing, Moderator of the United Church. The parsonage was built in 1964 across from the church. During the construction of this church, the services were held in the Women's Institute hall. Gone from the scene is the familiar figure of Christopher Moore. He was secretary for the United Church for forty years and was the choir leader for many decades. Before the organ was installed, he led the choir with a tuning fork.

New Union United Church Stands in Lonely Splendor

Old Frame Building Which Detracted Site Now Removed and Will Be Rebuilt at Community Park

UNION, April 28—The old frame church building which stood alongside the Union United Church at the top of the long hill leading to Port Stanley, has been moved away to its new location on the grounds of the United Community Memorial Park. There it is to be rebuilt, re-roofed and enlarged and will serve as a meeting place for all manner of social and recreational gatherings by the people of the community.

· The building was moved in two parts, one being the section which was originally built as a church at Dexter on the Lake Road where it was one of the first places of public worship in south Yarmouth. This section was moved to Union many years ago and placed on a site about opposite the gates of the Union Cemetery. Then it was moved a second time to the location just south of the church which was destroyed last year and which is now being replaced. After reaching this location, it was extended to the east and it was this extension that had to be moved seperately during the move made this week. The point where it was joined to the original part of the structure was not secure enough to stand the strain of the building being moved all in one piece.

The moving of this old building has left the new Union United Church occupying by itself a commanding, and fitting location overlooking the village in the valley to the north. It makes a splendid appearance from both the north and south approaches.

This church, faced with cut limestone, will be one of the finest country churches in this part of the province. It is steadily nearing completion. All but two of the windows in the church have been taken stained-glass memorials by families in the community. The big west windows facing upon the road, temporarily glazed with clear glass, will be replaced in the fall with war memorial windows and these will probably be unveiled on Remembrance Day and dedicated to the men and women of the Union and south Yarmouth districts who served in the two World Wars. The special fund to cover the cost of these windows still needs about $250.

However, it is likely that the church itself will be ready for use by the end of summer and that the congregation will arrange special services of dedication during the early part of September.

The hall that stood alongside the United Church at Union was at one time an Anglican Church that stood near Dexter. When it fell into disuse, it was purchased and moved in 1892 to Union. In the year 1922 the building was moved to a site next to the church and twenty feet were added to the building. The hall was purchased when the temperance hall in the village was beyond repair. The land for the temperance hall was purchased in December of 1863 from William Mandeville by Solomon V. Willson, Frederick Johnson and William Mandeville, who were the trustees of the Good Templars. Previous to the establishment of the Women's Institute, the hall was used by the Foresters. It was through the efforts of Zella Kipp that it became the Women's Institute and it was through the works of many devoted women that the hall was restored in 1933-34. The first president was Mrs. Stephen Haight. She was followed by Mrs. Joseph King. A senior citizens' group was formed in 1976; this was the idea of Mrs. Glen Ingram.

Families

In 1944 Mary A. Smith stepped into the sunset to join forever her husband, Oscar, and loved ones. She was a daughter of Jacob Zavitz, one of the early pioneers of Yarmouth Township. She was born in the backwoods when the township was traversed by Indian trails and when wolves and bears were among the biggest nuisances with which the settlers had to contend. Jacob Zavitz was a United Empire Loyalist who left Pennsylvania and settled in Yarmouth Township where he obtained one hundred acres on the first concession, buying it from the Crown through Colonel Talbot's settlement scheme at 50¢ an acre. He left his wife and children at Niagara on the American side while he came ahead to prepare a home

for them. All travel had to be done along the lakefront by boat or by the Indian trails through the bush on foot or on horseback. When Jacob Zavitz finished his cabin he went to London on horseback to secure window glass and a door. The Long Point trips that he made on several occasions to obtain flour took several days. While Zavitz was away at London to secure a door, his good wife tacked a quilt over the doorway and windows and remained awake all night as wolves howled about her cabin. Mrs. Zavitz kept a bright fire burning in the fireplace during the night to frighten off the animals. These incidents occurred before Mary A. was born, but she recalled her parents talking of them while she was a child. Mrs. Smith recalled that deer were plentiful in south Yarmouth at the time and that her father on many occasions would step out of the cabin and shoot a deer with his musket before breakfast. For flour during the first year or so, Zavitz either went by boat to Port Stanley, by horseback to London or by boat to Long Point. In his first clearing he raised corn and potatoes. He then made a stump mill and next used a hollowed-out rock for grinding his corn. A tin can punched full of holes served as a sifter to sift out the coarse bits of corn hulls. The fine cornmeal flour that was left made excellent johnny cake. The bread and cornmeal cake were baked before the open flames of the fireplace in a large iron kettle which was turned at intervals to bake all sides evenly. Zavitz was a millwright and a carpenter by trade and as more and more settlers came to the area, he was able to ply his trades. The first mills in the district were erected by him. One of the mills was Samuel Minor's mill on the Sparta Road, now Elgin County Road No. 27. He assisted in the erection of the Abraham Zavitz mill near Union and also erected a mill for his twin brother Thomas in Malahide Township. Three years after the Zavitz family settled, the roads were surveyed through and a commencement made at clearing them out. For many years there were nothing but corduroy roads made of felled pine logs. Mary Zavitz married Oscar Smith, who was a son of Hiram Smith. Hiram Smith was the first tailor in Sparta. When he came to the Quaker settlement, all he had to his name were the clothes on his back, a pressing iron and a $5 bill. He was taken in by James Mills, who helped him to erect a small shop. After two years Hiram Burley Smith married Sarah Jane Mills, daughter of James Mills. This union brought forth three sons, Oscar, Isaac and Byron. John Mills, the father of James Mills, was one of the first settlers in Yarmouth, and like Mrs. Smith's father, he purchased 1400 acres from the Crown at $3.00 an acre. Mary Smith outlived her husband by thirty-one years; he died in 1913. Mrs. Smith lived in her home at Union almost up to the time of her death in 1944. She once said that the old residence in which she lived was built by Mr. Haight and that it was the first house erected in Union. Mary A. Smith was the last of the family of twelve children. Oscar and Mary A. had four children. They were Mrs. H.E. Tengler of Cleveland, Ohio; Mrs. H.N. Reid of Regina, Saskatchewan; Harvey O. Smith of south Saskatchewan, and Mrs. Edmunds of St. Thomas.

On October 15, 1922, Mitchell Hepburn, one of Yarmouth Township's oldest pioneers, died in his ninetieth year. The son of a noble Scotchman, he came to Elgin County in 1843. His grandfather, Andrew Hepburn, who was born in Fifeshire, Scotland, in 1782, was of Highland parentage and a descendant of the family to which Sir William Wallace belonged. Mitchell Hepburn was born in Newburgh, Fifeshire, on July 21, 1833. Mitchell Hepburn was eleven years of age when he accompanied his parents and relatives, who were fourteen in number, as they sailed out of Dundee, Scotland, on July 18, 1843, for the New World. They arrived in Port Stanley in October 1843. They were greeted by Mitchell's grandfather Andrew and his uncles, who had settled in south Yarmouth Township in the 1820s. Robert Hepburn and his wife Susan were among those who greeted young Mitchell when he arrived at Port Stanely. William Hepburn and his brother James were in the collection of people. Robert Hepburn, son of old Andrew, was born in Newburgh, Fifeshire, on March 16, 1802. He married Susan Thayer and this union brought forth, as far as I can tell, Robert W., John W., and James Malcom Hepburn. Also there were four daughters who became Mrs. J.C. Ponsford of Kingston; Mrs. J. Dufton of St. Thomas; Mrs. Annie Axford of Cleveland; and Mrs. Louisa Millen of South Woodslee. Robert W. Hepburn was born on the old homestead on August

6, 1855, and lived until May 9, 1920. He married Mary Ann Millman, who was born in 1865. Mrs. Hepburn became the mother of Ernest Hepburn. She died in 1961. Ernest Hepburn married Elsie L. Skellet and this union brought forth Ronald and Donald of Union and Allan of Sparta. There were two daughters who became Mrs. Roy (Jean) Griffin of London and Mrs. Fred (Mary) Hindley of Union. John W. Hepburn after his marriage moved away and finally settled in Weyburn, Saskatchewan, where he died in 1912. James Malcom Hepburn was born on the old homestead on July 1st, 1857. He married Maria Millman, who was born in 1866, and had three daughters and one son: Marjorie, Kathleen, Ann and Robert M. Marjorie became Mrs. D.H. McKay of Toronto; Kathleen became Mrs. Gilmour of Leamington; and Ann became Mrs. R.G. Walthers of Kingsville. Robert M. Hepburn, who died on November 17, 1980, at the age of eighty-eight, married Jessie Rundle and had three sons. They were Malcom J. of St. Thomas, Ian D. of R.R. 5, St. Thomas, and Douglas, who died in 1961. William Hepburn, son of Andrew and Ann Hepburn, was born in Fifeshire in 1814 and came to Canada in 1849. His marriage brought forth five sons and one daughter: Andrew of Port Stanley; Robert of Yarmouth; Thomas of Yarmouth; James, who took part in the Alaska Gold Rush, and John, who took up residence in the United States. The one daughter became Mrs. Forsyth of Guelph.

James Hepburn, his brother, was born in Fifeshire, Scotland. He and his wife Margaret were the first of the Hepburns to come to Canada with his father. It must have been in the 1820s because their second son Robert died on December 13, 1826, at two months of age; he was buried in the old St. Thomas Cemetery. The first son James was born in 1824. It is also recorded that they had several daughters with one known as Mary Ann. Old James was born in Scotland on September 30, 1832, and died on May 1, 1893. He came to Canada when he was a boy. He took up land at Port Bruce and in Yarmouth Township north and west of Sparta on Lot 19 of the fifth concession (now Elgin County Road No. 45) where he built a large brick homestead that is now the residence of Harold Rust. Hepburn was a very active Mason and had the interests of the community at heart. He served two periods in the township and county councils, altogether nine years, first from 1877 to 1882, being deputy reeve the first year and first deputy the remaining five. For the years from 1884 to 1886 he was reeve and during the latter year occupied the position of warden. Up to the time of his death he was a director of the East Elgin Agricultural Society. James Hepburn married twice. His first wife Catherine died in 1859 without bearing any children; she was a daughter of Daniel Ferguson. Hepburn then married the daughter of John McDiarmid and this union brought forth three daughters who were Mrs. O. Smith of Sparta, Mrs. Peter McDiarmid and Jennie. At his death he left behind four sisters, all daughters of Andrew Hepburn. They were Mrs. Grant, Mrs. Todd and Mrs. Russell of Yarmouth Township, and Mrs. Cassidy of Michigan. When Andrew Hepburn died he was the second person to be buried in the St. Thomas Cemetery.[1]

After Mitchell Hepburn landed at Port Stanley with his father and relatives, he spent his boyhood days on his father's farm. When his father died he went into farming on a large scale and amassed a large amount of land. When he died in his ninetieth year he was worth $150,000. He married twice in his life, with his first marriage being to the niece of F.C. Johnson, Eliza Johnson. (F.C. Johnson had gained fame by enlisting with William Lyon Mackenzie in the Rebellion of 1837.) His first marriage brought forth a son and a daughter, both of whom died as children. George, his only son, died on March 21, 1875, at four years of age. After the loss of his children, he adopted a boy and named him William F. Hepburn, who grew into a handsome man. Eliza Hepburn was killed on March 11, 1894. She was sixty-one at the time. Mitchell Hepburn married a second time in 1913 to Elva Waite, a native of south Yarmouth. She outlived her husband. William F. Hepburn married Margaret Fulton, the daughter of James and Annie (McPherson) Fulton. The Fulton brothers came from Bellemoney, Antrim, Ireland, and settled in Southwold Township in 1836. The Fulton family consisted

of six brothers and four sisters. The large brick home that was erected by Mitchell Hepburn is still standing east of the open-air theatre on the Fruit Ridge Road; it was erected for his son in 1892. The union in marriage between William F. Hepburn and Margaret Fulton brought forth two children by the names of Mitchell Frederick and Irene; the latter became Mrs. Irene Sinclair. Mitchell F. Hepburn was born on August 12, 1896, and Irene was born on August 5, 1895. William F. Hepburn, Sr., at an early age became interested in politics and became an active Liberal in 1901; he also was elected to the Yarmouth Township Council. He lost interest in farming and moved to St. Thomas and for a short time operated an implement business. Billy (as he was known) gradually became more interested in politics, became reeve of Yarmouth Township in 1904, and moved back to the farm. He then became interested in the federal ticket. At this time his children were attending the little school at Union. Billy Hepburn was elected Liberal representative for East Elgin. He campaigned against David Marshall of Aylmer, but lost. The cause of this defeat was the Orwell Scandal of 1906, which ruined his political ambitions. The scandal was started by David Butler, proprietor of the Albion House at Orwell, who was found to be keeping a house of ill-repute. Even though Billy Hepburn was cleared of the accusation, it was clear that his life was ruined and so he left this part of the country and took up residence in St. Paul, Minnesota. He was later joined by his wife and children. The move from the farm hit Mitchell Hepburn very hard as he had to leave behind his colt named Brino, whom he loved very much. Mitchell was fond of all animals. Later the family lived in Winnipeg, but news of the scandal reared its ugly head even there. Mrs. Hepburn was unable to continue financially. She and her children returned to Elgin County and took up residence in St. Thomas, where her children enrolled in St. Thomas Collegiate. Young Mitch was then fourteen years of age. Mitch was a lively child and very intelligent. His mischievous nature became evident on one occasion when there was an electrical display involving farm machinery near St. Thomas. Sir Adam Beck officiated at the display wearing a black bowler hat which became the target of an apple thrown by young Mitch. The display drew three thousand people and there were many to witness the act. Young Mitch was asked to apologize but he never did. Instead of going back to the Collegiate, he got a job as a ledger keeper in the Merchant's Bank and remained there for a short time and then transferred to the Bank of Commerce in Winnipeg. At one time he worked in the bank at Port Stanley. Love came into his life when he met Eva Burton, daughter of John Burton. She was a graduate of the Fingal Continuation School and was training to become a schoolteacher. In 1917 Mitch left the banking business, and took up farming and worked for his grandfather.

As World War I intensified, Mitch enlisted and first joined the Elgin Regiment in London although he was urged by his grandfather to remain on the farm. He enlisted in the First Depot Battalion of Western Ontario Regiment, where he remained for two weeks before he transferred to the Royal Air Force. Mitch received an early discharge because of injuries. These injuries remained with him the rest of his life. Before the World War came to an end, Mitchell married Eva on September 11, 1918, at the Knox Presbyterian Church in St. Thomas and returned to farming. He was a hard-working farmer like his grandfather. He became interested in the United Farmers and like his father he entered the Liberal camp in 1925. The people found him to be sharp-witted. In 1925 he was elected M.P. for Elgin West. On December 17, 1930, he was elected head of the Ontario Liberal Party by the delegates. Mackenzie King was quite pleased with the progress that Mitch had made with the Ontario Liberal Party while he retained his seat in the federal government. He persistently refused to accept a seat in the Ontario Legislature, maintaining the stand taken on his election to the leadership that he intended to run as a candidate in his native county of Elgin. On November 13, 1933, he declined the proposal of Premier George S. Henry that the government would not oppose the Liberal leader if he ran in the East Kent by-election then pending. Mitchell Hepburn awaited the Ontario general election and resigned his seat in the House of Commons just before the official nomination meeting. He scored a personal triumph on June 19, 1934, when he defeated

Dr. H.J. Davis of Aylmer, his Conservative opponent in Elgin, by a record majority of 2,771. Hepburn carried his party to victory in Ontario in two general elections that followed, then retired in October 1942. He returned to active politics again in 1944 to lead the Liberal Party, only to meet his first defeat by the Conservative forces under the leadership of Colonel George Drew. Hepburn himself met defeat in his home riding in Elgin in that election to F.S. Thomas, who was for many years Elgin's agricultural representative and later Ontario's Minister of Public Works. One of the first steps taken by Hepburn's government in 1934 was to permit the sale of beer and wine in hotels, completing the job of wiping out prohibition started by the Conservatives in 1927. The Conservatives had legalized sales of intoxicants in government stores for home consumption. He brought in the compulsory pasteurization of milk in Ontario, which at first met some opposition, but after a study period was finally accepted by the majority.

Mitchell F. Hepburn, like his son Peter, loved the land and farming and was instrumental in many farm improvements. At the time of his death in 1953, he possessed 1,400 acres of farm land. Open to new ideas, he was one of the first farmers in southwestern Ontario to seed his fields with alfalfa, and was one of the first to branch out into the production of Burley tobacco when Burley was in great demand. He ran a large dairy herd and shipped cream to the Detroit market for years. He also operated a large cheese factory on his farm. He went into sheep raising. He became known as the Onion King because of the Spanish onions he grew in the black muck of his farm. He had a love of animals and one of his pet projects was the raising of Clydesdale and Percheron horses. He built two horse barns to accommodate them, one on his farm and the other on his grandfather's land. His teams were displayed at fairs in four- and six-horse hitches driven by his farm manager, William Tapsell. Mitchell Hepburn was the first farmer to experiment successfully with pit silos. He was the first to turn to the growing of hybrid corn over the open pollinated varieties, and made use of aviation in agriculture. He also took advantage of the vast gravel deposits on his land for commercial and industrial uses. His farm was called Bannockburn Farms after that part of Scotland from whence his grandfather had come. Mitchell F. Hepburn died in his sleep on January 5, 1953, in the same room in which he was born. He was survived by his wife, Eva, and three children, Peter, Patricia and Helen. So passed away the eleventh premier of Ontario. During his lifetime he placed Elgin County on the map. Peter Hepburn is now the owner and operator of Bannockburn Farms. He is not interested in politics.

Notes

1 The author's meaning with regard to certain names and dates in the first two paragraphs of the Hepburn story is unclear.

VIENNA

(Shrewsbury)

At one time in the early days this settlement in Bayham Township was known as Shrewsbury. It was named after an ancestor of Colonel Thomas Talbot, John Talbot, who became the Earl of Shrewsbury in 1442. The name was met with disapproval and when the post office was established in 1836, it became Vienna. There was another Shrewsbury and to end the confusion, the name suggested by Captain Samuel Edison was chosen. Edison named it after his ancestors' birthplace in Austria. The land of Isaac Smith was surveyed into village lots by Colonel Mahlon Burwell and Daniel Hanvey in 1830. Thus Vienna was given a chance to become a settlement.

The first thing that greeted our early settlers was the dense growth of trees and undergrowth. It was a sight that some welcomed and others dreaded. To the latter it meant the task of clearing the land for their farms. The forest was so thick in some areas that the sunlight could not penetrate the foliage. It was noted by an early traveller that the woods were knee-deep in pine needles. Swamps and marshy ground were abundant and the early settler sought the elevated part of his land to erect his home. This is the reason that we find many of the old homesteads located on the elevated sections of farms. Roads were laid, in the early days of settlement, on the highlands so as to avoid the wet areas. In some cases the old Indian trails were used and it must have been a pleasant surprise for the weary traveller to come to an opening where the ground was drier and the mosquitos a little less numerous. One archaeologist mentioned the fact that in these areas it was torture for native Indians to go around naked in the wooded areas because of the pests and dampness. This is why they adopted the use of leather leggings and shirts and the application of bear grease on their skin. The dampness resulted in the premature death of many of the early settlers from ague, pneumonia and rheumatism. Clothes and leather goods suffered from the dampness and very quickly became mildewed. A cabin rarely dried out because of the dampness and frequent rainfall and was constantly invaded by mice, flies and other pests such as swamp adders and blacksnakes. The introduction of muslin helped the early settlers to ward off the invasion of mosquitos. It was a trying period for the woman who came out with her husband from a far-off land to face the hardships of pioneer life in the deep woods with the nearest neighbour miles down the road. It also must have been heart-breaking to see the precious things she brought from the old country fall apart from the dampness and the insatiable appetite of the mice and insects.

Early Families

The history of the Edison family is a lengthy and interesting one. The first Edison to settle in Vienna was John Edison. He was born in Holland in 1727, came to America in 1730 with his widowed mother and settled in the Dutch settlements in New Jersey. He married Sarah Ogden on October 10, 1765. Sarah Ogden was the daughter of John and Olive Ogden, who came from Hampshire, England, to Southampton, Long Island, in 1640. Everything went well until the War of Independence, when hard feelings developed between those who favoured being under the Crown and those who wanted independence. John Edison was faced with the threat of death and expulsion, but through the influence of the Ogden family he was saved from the gallows. When his property was confiscated and his house burned,

Edison moved to Digby, Nova Scotia, where he settled and farmed for twenty-eight years. Edison then decided to move to Upper Canada and so in 1811 he brought his family to Bayfield and settled on land allotted to him for being a United Empire Loyalist. This move to the Bayfield area did not suit him and the same year he pulled up stakes and moved to Bayham Township, bringing with him his children. John Edison and his wife at the time of the final settlement were advanced in years. He was eighty-four and because of his age was unable to complete the settlement requirements. He died in 1814. John Edison owned land from Vienna for several miles westward along Nova Scotia Street. At the time of his death he had cleared only one-tenth of it. The land, totalling 2,200 acres, was inherited by his sons Samuel, Adonijah, Thomas and Moses.

Captain Samuel Edison settled on Lot 15 of the second concession of Bayham Township and erected a log cabin there. It was later replaced by a frame house which, after the death of Captain Edison, passed into the hands of his son, Mahlon Burwell Edison. Captain Samuel Edison died on March 27, 1865, at the age of 103 years. Captain Edison married twice in his life. His first marriage was to Nancy Simpson on November 14, 1792, in Digby, Nova Scotia. After his first wife's death, he married Elizabeth (Yokum) Cook, widow of one of the Cooks of Richmond. The Captain had eleven children. Charles Oscar Edison was born of the second marriage. Simeon Ogden and Samuel Jr. were children of the first marriage. The Captain acquired his military rank when he served in the War of 1812. On February 17, 1812, he was made captain of the First Middlesex Regiment. Thomas Alva Edison, when recalling his boyhood days in old Vienna, recalled the Captain as an old man with shaggy white hair who walked with the aid of a heavy cane and usually could be found sitting under a tree in front of his house, nodding to every passerby as he chewed a cud of tobacco. He also stated that the Captain, his grandfather, had one ambition and that was to live long enough to equal the age of his great-grandfather, with whom he had a violent dispute in the days of the War of Independence. Captain Samuel Edison's old frame home is now at Menlo Park at Dearborn, Michigan. It was purchased, moved and restored by Henry Ford in 1933.

When I interviewed Rachel Pace in 1939 she was ninety-eight years of age. She recalled old Captain Edison and his son, Mahlon Burwell Edison, who spent his whole life on the old Edison homestead until his death at the age of eighty-three. She also recalled a boy named Thomas Alva Edison spending several summers at Vienna. Mrs. Pace was born in Cooksville in the year 1840. Her maiden name was Rachel Skinner and at the age of two she moved with her parents to Vienna. For the last forty-five years Mrs. Pace lived in a cottage on the summit of the hill. The cottage was first erected by Charles Oscar Edison for his bride. Mrs. Pace as a young girl was baptized in Otter Creek by the United Brethren and attended the church which was located near the site of the Edison homestead. Mrs. Pace lost her husband Calvin in 1911. She was called from labour to rest in 1940.

When Samuel Ogden Edison, son of Captain Samuel Edison, reached the age of twenty-four in 1828 he married Nancy Elliott. The bride came to Canada from Chenango County, New York, where she was born in 1810. She was the daughter of Reverend John Elliott, a Baptist minister. Her grandfather was Captain Ebenezer Elliott, a soldier who fought in the War of Independence and settled down in Stonington, Connecticut. The Elliott family moved to New York and lived there for a short time before moving to Vienna. John Elliott became the first reeve of Vienna and his daughter Nancy taught at Vienna's first school. By the time of the Rebellion of 1837, Samuel Edison, Jr., was a hotel proprietor in Vienna. When the rebellion broke out, he joined the Mackenzie insurgents and became a captain. When the insurgents' cause was defeated, he found the country too hot for him and so left with his wife and fled to the United States, where he wandered about for two years. In 1842 he settled down in Milan, Ohio, where his son, Thomas Alva Edison, was born.

James Wilson and Sarah Edison married in 1807; both were from Marshalltown, Nova Scotia. Wilson purchased his father's home in 1802 and lived there until 1811. Then he came with his wife to Bayham Township and settled on two hundred acres of land on Lot 7 of the second concession. In 1837 James lost his wife. She was fifty-six. He sold his farm in 1844 to Joseph Clarkson and in 1845 purchased Lots 13, 14, and 15 of the second concession, north and west of Otter Creek, later known as Edison's Flats. Here he established the first inland shipyard. Wilson, who was born in 1778, died in 1871. He left five children.

Business and Industry

Before the opening of the canal at Welland there was little demand for the timber in the area because of transportation difficulties. By the middle of the century, men with a business turn of mind saw the potential in the large tracts of timber and sent in lumbermen and loggers to fell it and float it down the streams to the lake to be rafted to Lake Ontario or to Buffalo. A canal was opened between Buffalo and Albany in 1825 and the Welland Canal was opened in 1829. The isolated settlers received the news of the coming of the lumbermen and the establishment of sawmills in the locality with excitement. The men viewed it as a chance to earn some money for the trees they felled on their property and a possible chance of employment at the local mills. One of the biggest booms to hit Bayham was when the road from Ingersoll to Port Burwell was planked in 1851. When the demand for lumber became greater from the overseas and American markets, fortunes were made and lost. The demand for masts and spars created a heavy demand for the lofty pines of Bayham Township and Norfolk County. They were harvested and shipped to shipyards in England and Europe at the price of $4 to $5 a foot. At the peak of the boom there were twenty-seven mills located in the area and the countryside was populated by lumbermen of all nationalities. Vienna became a boom town teeming with lumberjacks who patronized the many hotels and saloons. When the timber and the markets faded, the lumbermen pulled up stakes and sought greener fields, although some took up land, settled down and farmed the sandy soil. In some cases they eked out a meagre living, lost heart and moved away, leaving behind empty farms that remained so until the introduction of tobacco farming in the twentieth century. According to Walter Stansell of Straffordville, there were many portable mills in the country, both water-powered and steam-powered. There was also much timber stolen in isolated areas.

The first grist mill in Vienna was built by George Teall at the foot of the south hill (Teall's Hill), where the little stream empties into the Otter. Levi Ryan built the first sawmill in the village.

Death was a constant visitor to many of the early saw and grist mills because of unprotected gearing, open line-shafts and careless handling of steam equipment. Hands, fingers and lives were lost. One incident occurred at the Thornwright grist mill in 1906 when Mrs. Charles Thornwright, wife of the mill proprietor, visited the mill while it was in operation, caught her dress in the open revolving shaft, and was drawn in and carried around the shaft, her head striking the hoppers that stood at each end of the shaft. Before the mill could be stopped, part of her skull was torn off. Another incident occurred at the Whitehead sawmill east of Fairground on December 19, 1904, when a steam boiler ran dry and someone tried to replace the water with the result that four men were killed and a fifth died on January 25, 1905. Four other men were injured. Charles Hanner and Thomas Aspden were killed instantly, the latter by a brick driven through his skull. Freeman Moffatt of Cultus lived ten hours and George McCollom lived just a few minutes after being carried to the nearby boarding house. Michael Aspden died later in Langton on January 25, 1905. The injured were John L. Gee, Wally Whitehead and Allan Moffatt. Aspden was blown out of the fire hole about thirty feet beyond the west end of the mill. Wally Whitehead, nephew of John Whitehead, the owner of the mill, had just arrived on the scene when the explosion occurred and was

hit by a flying object in the shoulder and arm, disabling his arm. John Aspden and Walter Stansell were the first to gather up the dead. The latter was mistaken for a doctor as he came upon the scene carrying a satchel.

As the demand for lumber became greater, Vienna became a lumbering centre and huge stockpiles of lumber in all forms were located there. At first the logs were floated down the Otter Creek to the sawmills located at Port Burwell. As time went on the sawmills upstream improved and turned out planks. Since the capacity of a wagon hauled along the road to Port Burwell was limited, flat-bottomed barges came into use. The empty barges were hauled by horses from Port Burwell to Vienna where they were loaded with lumber and floated down the creek along with pikemen and a horse as passengers. On the way up the creek, the horse hauled the barge until it came to the point where four small creeks pour into the Big Otter Creek. Here the horse was taken aboard the barge. The barge at this point was pushed upstream by the use of pikes or poles until it reached the place where the towpath continued. Some of the active minds of Port Burwell and Vienna dreamed up the idea of installing locks in various locations on the Otter. In 1853 the Vienna, Port Burwell, and Otter Creek Company was formed. It started out with £1,000 as capital stock. This plan was abandoned after a year because costs swallowed up the capital. In 1855 the idea was raised again and the Otter Creek Navigation Company was formed with a capital stock of £25,000 that was divided into 5,000 shares. The cost of installing the locks and wharves was to be recuperated by toll charges of five shillings for a vessel of twenty-five tons and seven shillings and three pence for a vessel of fifty tons. Wharves were built and some attempts were made to establish locks at three points along the Otter, but the heavy flow of the creek frustrated their efforts as they had only planked gates and log pilings to use against the pressure of the water. This idea could very well have worked with the aid of hydraulic steel gates and the use of concrete in place of the old pilings. An old gentleman I interviewed after the big flood in 1937 took me for a walk along the old towpath and pointed out the site of one of the locks. All that remained at the time were a few pilings one-and-a-half miles downstream. In 1976 I took my dog Scotty for a walk along the same path to the site and found that the pilings were gone, destroyed by the effects of time and nature. Two of the pushers of the lock proposal were Mr. Gilbert and Levi Ryan. The site later was occupied by the Clutton mill. The lock idea came to an end when Levi Ryan died.

View of old Vienna.

Vienna by the year 1854 had grown by leaps and bounds. Its population that year was 1,200. The village was at its peak in the 1850s. The only two newspapers ever printed there, the *Gazette* and the *Phoenix*, were both turned out in the mid-fifties. In 1857 Vienna had the following businesses:

Anderson, William	Shoemaker
Alexander, John	Postmaster
Atkins, W.F.	Bailiff
Baxter, George	Attorney
Benson, Reverend M.	Episcopal Methodist minister
Bolles & Peck	Pail and tub factory
Broom, William	Cabinet shop & lumber dealer
Brown, S.	General merchant, liquors & wines
Carpenter Bros.	Carding and fulling mill
Caulfield, H.	Medical doctor
Clements, Reverend Edwin	Wesleyan Methodist minister
Crawford, John M.	Justice of the peace, reeve and mill owner
Culp, Reverend D.	Episcopal Methodist minister
Douglass, Robert	Foundry and machine shop
Eakins, W.H.	General store
Eby, D.J.	General merchant
Folger, Son & Peck	Sawmill
Gilbert, H.W.	Medical doctor
Griffin, Reverend David	Methodist minister
Guersney & Gunn	Lumber dealers
Harris, Reverend E.	
Hanvey, W.H.	Medical doctor
Hayward, W.B.	Stage lines and livery
Hurdle, J.	Jeweller
Jenkins, Thomas	General store and lumber
Keays, R.F.	General dealer
McConnell, Reverend S.	Baptist minister
McDonald, J.P.	Equitable Fire and International Life Assurance
McKay, R.	Saloon keeper
Nelles, Abraham	Vienna Exchange Hotel
Newcombe, S.B.	Clerk of division court
Nichols, Robert	Barrister
Potter, E.H.	Lumber dealer
Putman, M.M.	Francisco Hotel
Raymond, George	Lumber dealer and grist mill
Sells & Sheldon	Foundry and machine shop
Smith, B.T.	Hardware
Suffel, George	Provident Life Assurance
Suffel & Patton	Importers, general merchants and grocers
Thompson, J.	Sawmill
Tims, R.	Tanner
Wallace, William	Lumber dealer
Ward, ---	Lumber dealer
Whitney, L.W.	Harness shop
Vogt, L.	Watchmaker and jeweller
Wildern, Daniel	Shoemaker

Vienna's business section in 1865 was as follows:

Appleton, Edwin	Blacksmith, Front Street
Ball, William N.	Harnessmaker, Front Street
Bond, John T.	Lumber dealer, Front Street
Brasher, Samuel	Tailor, Front Street
Broon, William	Cabinet shop, Front Street
Brown, T.T.	General store, Front Street
Burgess, John	Shoemaker, Front Street
Card, Miss	Dressmaker, Front Street
Carpenter, Ambrose G.	Tannery and woollen mills
Chute, George	Baker, Front Street
Crawford, John	Solicitor, Front Street
Creech, Thomas	Sleigh and wagonmaker, Front Street
Dean, John	Collector & assessor
Edison, Thomas	General merchant, Front Street
Finch, Thomas	Councillor
French, M.E.	Photographer, Front Street
Gates, E.H.	Medical doctor
Gundry, Lewis	Druggist, Front Street
Harris, Reverend James	Wesleyan Methodist minister
Hemstreet, Miller	Anglo-American Hotel, Front Street
Jenkins, Thomas Jr.	Lumber & leather dealer, Front Street
Jewell, Francis	General merchant, Front Street
Kay, Mrs. Thomas	Dressmaker, Front Street
Lambert, James S.	Francisco Hotel, Front Street
Livingston, Reverend J.A.	Episcopalian minister
MacAlister, Henry B.	Grocer, Front Street
Marlatt, Robert	Iron founder and merchant
McCallum, William H.	Carriage & sleighmaker, Front Street
McDonald, John P.	Postmaster, clerk treasurer
	The first post office was established in 1836.
Milne, Andrew	Cabinetmaker, Front Street
Milne, William	Baker, Front Street
Moore, John	Carriagemaker, Front Street
Nelles, Nelson	Lumber dealer, Front Street
Patton, Andrew & Alfred	General merchants, Front Street
Potter, E.H.	Lumber dealer
Putman, M.M.	Livery, Front Street
Ross, William	Shoemaker, Front Street
Sells, Hugh & Lucius Sheldon	Iron foundry & machine shop, Front Street
Spellman, Thomas	Tailor, Front Street
Suffel, George & George Brasher	Millers, Front Street

George Suffel later moved to St. Thomas and purchased the woollen mill of McCauley and Dickson in 1886. John, his father, came to Canada in 1832. He died in Inkerman Township near Dundas, Ontario, in 1878.

Suffel & Finch	Millers, Main Street
Terry, David	Blacksmith, Front Street
Thornton, George	Shoemaker, Front Street
Tweedale, J.M.	Medical doctor, Elm Street

Dr. Tweedale later opened a practice in Port Burwell. Before that time he served as reeve of the township of Walsingham in 1885, 1886 and 1887. In 1887 he also served as warden of the county of Norfolk. He was the first reeve of the township of North Walsingham and held that position for the years 1890, 1891, 1892, 1894, 1895 and 1896. He served as Medical Officer of Health from 1889 to 1899.

Vail, Charles L.	Medical doctor
Vogt, Henry	Jeweller and watchmaker
Wallace, William F.	Lumber dealer, Front Street
Walmsley, Henry	Carriage shop across from the Francisco Hotel.

When asked how long he had been there, he replied that Lake Erie was just a stream when he arrived.

Weinhold, Henry	Painter
White, Richard P.	*He worked for Thomas Edison as lumber dealer on Front Street.*
Whitney, Lewis M.	Harness shop, Front Street
Wildern, Daniel	Shoemaker, Front Street
Wood, Henry	Vienna exchange, Front Street
Wright, James F.	Grocer & auctioneer, Front Street

Population: 850

One old-time merchant I did not mention was John Brown. It is said that he also operated a hotel. John H. Brown was at one time a clerk for Samuel Clutton. He came from Clyde, Scotland, in 1826 when he was fourteen years of age with his parents. They landed at Port Neuf, Quebec, where he met his future wife, whom he married in 1849. He and his wife moved to Hamilton, London, Dereham, and finally to Vienna to take advantage of the boom. He operated the Russin House until he sold out to Samuel Draper in 1890. He had one son, George, who eventually left for a sunnier clime.

The village suffered many setbacks that finally brought about its decline. By 1872 a flood and several major fires had reduced the population to six hundred. That year saw the following business establishments in operation:

Appleton, Edwin	Blacksmith
Brown, William and Robert Jenkins	Otter Wood Works; turned out sashes, shingles, tool handles and blinds.
Bond, J.T.	Wagon and carriage shop
Burgess, John	Shoemaker
Brown, John	Shoemaker
Boyd, T.	General merchant
Blandford, Isaac	Undertaker
Brasher, Samuel	Postmaster and telegraph agent
Brasher, William	Tailor shop
Biggs, E.M.	Teacher
Burton, Charles and J.N. Forsee	Francisco Hotel
Chute, A.	Blacksmith
Cegham, Thomas	Blacksmith
Cookson, G.	Lumber dealer
Carpenter, John and Ambrose	Clothiers
Chute, George	Baker
Crawford, John	Solicitor; *arrived in 1863.*
Dean, John	Harness shop
Draeske, Charles	General merchant, town clerk and issuer of marriage licenses. *Native of England; came to Vienna in 1862.*
Elliott, William	Butcher
Edison, Thomas Jr.	Livery
Gundy, L.J.	Druggist
Husband, George	Harness shop

Jenkins, Thomas   Otter Woollen Mills.
Also Screw Stump Machinery Works, operated jointly with G. Wrong. Also a
tannery with an annual output of 50,000 sides.
Kingston, J.J.   Medical doctor
Lambert, James Jr.   Livery
Lambert, James   Lambert House Hotel
The hotel burned down because firemen wasted time to save a butcher. According
to Sheldon Godby, a couple of pails of water could have save the hotel. Later it
became the Brasher Hotel.
Mero, Daniel   Blacksmith
Matthews, Hanvey J.   Wagon and carriage shop
McCully, Robert   General merchant
Morrison, Joseph   General merchant
McAllister, H.B.   Wines and liquors
Putman, M.M.   Lumber dealer
Rain, John   Teacher
Ross, William   Shoemaker
Suffel, George   *Plaster mill with a daily output of four hundred*
                                     pounds. Also general merchant.

Scruton, George   Butcher
Turk, Josias   Clothier
Thornton, George   Shoemaker
Thornwaite, Charles   Harness shop
Wildern, Daniel   Shoemaker
Wright, J.   General merchant, grocer and bailiff
------   Flour and grist mill with a daily output of
                                     two hundred bushels.

The business section in 1876 consisted of:

Bennet, William   Grist mill, Main Street. *A native of England,*
                                     Bennet came to Vienna in 1833.
Brasher, Samuel   Tailor, postmaster and telegraph agent. *A*
                                     native of England.
Crockett, G.A.   Crockett Hotel. *A native of the U.S.A., he*
                                     settled in Vienna in 1875.
Crawford, John   Solicitor
Draeske, Charles   General merchant
Kingston, John J.   Medical doctor. *Came to Vienna in 1869 and*
                                     had an office on Fulton Street.
Marlatt, Robert   Foundry. *Came to Vienna in 1861; had*
                                     business on Front Street.
Morgan, L.G.   High school principal; *came to Vienna in*
                                     1876.
Matthews, H.J.   Wagon shop on Water Street; *came here in*
                                     1831.
Putman, W.M.   Steam sawmill on Church Street. *He was an*
                                     American who came in 1874.
Suffel, George and son   General store. *Suffel came from England in*
                                     1850 and became warden in 1876.
Taylor, Sylvester   Woollen mill. *A native of England, he came in*
                                     1875 and took over the woollen mill on Main
                                     Street.
Wilson, J.A.   Francisco Hotel. *Came to Vienna in 1870.*
Wildern, Isaac   Druggist and telegraph office. *He settled*
                                     here in 1875.
Weedge, Aaron   Harness shop on Front Street. *Came in*
                                     1875.

As you can see from the above business section, Vienna was starting to die, and the village fathers were casting about for some means to halt the decline. This involved, among others, S.S. Clutton, John Teall and the Jenkins family. The first project to save Vienna was to build a railroad through from Port Burwell to inland districts. S.S. Clutton was made one of the provincial directors, but this project fell through because of the lack of interest on the part of the village fathers of Aylmer. The next attempt was more successful, for the combined efforts of John Teall and the Jenkins family helped to interest the fathers of the village of Tillsonburg in the Tillsonburg and Port Burwell Railroad project. The railroad was completed in 1895. Later the C.P.R. purchased the railroad to use it for hauling coal from Port Burwell to Woodstock. In 1873 a group of Brantford businessmen got together and proposed that a railroad be built from Brantford to Port Burwell, but this scheme fell by the wayside. The railroad projects failed to halt Vienna's decline.

S.S. Clutton and Squire W. Backhouse.

One man who would not give up was Samuel S. Clutton. The greatest enemy of his projects was fire. It halted many of his efforts, but it did not stop him. Samuel S. Clutton was born in West Flamboro Township in 1839, a member of a family of seventeen children. Joseph Clutton, his father, was a Baptist minister who came to Canada in 1832 from Sussex, England, settled down on two hundred acres of land near Dundas and was instrumental in organizing and building the first Baptist Church. In 1852 he moved to Aylmer and was pastor of the Baptist Church there. He went into partnership with his son Joseph and took over the wool and carding mill of Ashel B. Lewis. This mill was located one and a half miles south of Rodger's Corners (sometimes spelled Roger's). The operation took in a sawmill, too. The mill was known by two names, the Elgin Woollen Mills and the Malahide Woollen Mills. In 1858 Samuel went into partnership with his brother Joseph, but this partnership did not last long for Joseph had bigger ideas. The mills were operated by Samuel until fire destroyed them in 1870. The fathers of the village of Aylmer encouraged him to relocate his wool mill in Aylmer. Samuel had a three-storey brick mill erected on the south side of Catfish Creek near the Anglican Church at the extreme end of Queen Street. In 1873 it was in full production, employing fifteen people for the next sixteen years until it was destroyed by fire in 1889. Some nine years before, Joseph Clutton lost his steam mill near the railway tracks. After the fire in Aylmer, Samuel Clutton moved to Vienna and purchased the old Sylvester Taylor woollen mill on

Main Street and operated it until it was destroyed by fire in 1893. He rebuilt the mill and sold it to Dominion Canners in 1906. The plant was under the operation of Fred Edison, grandson of Captain Samuel Edison, for many years before it was closed. Samuel Clutton also purchased the old flour mill of Charles Thornwaite. Originally the mill was owned by John Hawkins and was the scene of his daughter's death. Clutton modernized the mill, converted it into a roller mill and operated it until 1929 when he sold out. The mill, along with the Canners building, was destroyed in a flood in April of 1937.

Clutton's brother Joseph married Priscilla Lamb and they shared a busy life until her death in 1917 at the age of eighty-seven. Joseph died the next year at the age of ninety. I should remark here that Reverend Joseph Clutton passed away January 13, 1882, at the age of eighty-one years. His wife Sophia outlived him by thirteen years. They lost a son by the name of Jonathon L. Clutton in 1855 when he was twenty-four. While Samuel Clutton lived in Aylmer, he had a house built at 1 Water Street. This part of Water Street is no longer in existence. Clutton became the first mayor of Aylmer in 1887 and was elected warden of Elgin County three times, which is unusual. He was active in Masonry and was past master of Malahide Lodge No. 140, Aylmer; past principal of St. George's Chapter of R.A.M. of London and Aylmer Chapter in Aylmer in 1877; a member of Burliegh [sic] Preceptory No. 21 of St. Thomas, and a noble of Mocha Temple. He also was postmaster in Vienna in 1900, a post that was carried on by his daughter, Ann Newcombe. The post office, according to Sheldon Godby, was in Samuel Clutton's home. Samuel Clutton had four sons and a daughter. They were George of Chicago, who died in 1936; John of Minneapolis; William F. of Great Falls, Montana; Harry of Portland, Oregon, who died in 1911 of typhoid; and Ann, who died in 1946. Catherine Clutton passed away in 1920. Samuel's active life ended at ninety-seven years of age on August 2, 1937.

The businesses of 1900 were as follows:

Appleton, John	Blacksmith
Balcom, Robert	Builder
Baldwin, C.B.	Implement agent
Brown, J.W.	Baker
Clutton, S.S.	Postmaster and woollen mills
Gagan, T.	Wagonmaker
Gardener, C.	General store. Gardener was the fifth to take over the Suffel store.
Jackson, S.T.	Cheesemaker
Lazon, David	Hotel
Purdy, J.	Blacksmith
Thornwaite, Charles	Grist mill until 1906
Weedge & Co.	General store
Wright, C.S.	Hardware and grocer

The original pioneer trail, now Highway No. 19, which is Vienna's Front Street, heads north to the Clutton mill site, then Smith's mill, crosses the creek and goes up the old Abbey Hill to Straffordville. This road was replaced by Main Street (County Road No. 41) and the new route north to Straffordville became No. 19 Highway. It crossed the creek and went up Tileyard Hill. The early settlement was serviced by a road called High Street, which opened on the second concession above Chute's Hill. The area was part of the village of Shrewsbury and was abandoned after Vienna was founded further north in 1830. This land was purchased by Charles Oscar Edison. Down through the years there have been many road changes. At the present time Highway No. 19 and Front Street sweep through the village, cross a second bridge and connect with Water Street to the foot of the south hill, where there is a branch off to the Tunnel Road, and so southward to Port Burwell. The provincial land surveyor, Jesse

P. Ball, laid village lots north of Fulton Street and the creek east of Union Street in 1848 while the section south of Fulton Street was laid out by Squire Daniel Hanvey. As Vienna became a boom town, traffic between Port Burwell and Vienna increased. W.J. Hayward started the Port Burwell and Vienna Stage Line with service three times daily. This was the only means for some people to catch the steamer *Telegraph* out of Port Burwell to go to Cleveland. (The steamer was under the command of Captain R. Barrow. Later Captain Hollywood operated his steamer *Mohawk* out of Port Burwell, taking passengers and mail to Buffalo, Port Rowan, Port Dover and Port Stanley.)

Bird's-eye view of Vienna.

Vienna was incorporated as a village when it had a population of 800. Because the village needed some fire protection, a fire engine was purchased in 1854. One of the first decisions of the new council was to build a bridge at the foot of the Union hill on Union Street in 1854. Ever mindful of the threat of fire, they passed a bylaw to hire Anthony Chandler as a chimney sweep and to compel people to keep their chimneys clean. Part of the village funds went to John Elliott and James Wilson for the use of land on the west side of Otter Creek as a towpath. The railroad bridge south of Teall's hill was built in 1895 by James Finney. Finney at one time employed 1,000 men and 400 teams to put down the rails and bridges of the Tillsonburg, Lake Erie and Port Burwell Railroad in 1895. The first gas well in Vienna was drilled in 1910 and gas was piped to Aylmer and Tillsonburg. In 1911 three wells were drilled, two for Dominion Gas and one for Medina Gas Company. These wells produced 6,000,000 feet a day. One of them was on the Robert Balcom sawmill site. In 1977, a water line was laid from Port Burwell to Vienna, the source being the Lake Erie area water system. It was a must for Vienna as at certain periods the residents did not have enough water for personal needs.

Fires and Floods

Since its early days Vienna has been plagued by floods and fires. The first major catastrophe occurred in 1855 in the form of a fire that destroyed the business section on one side of the street along with twenty-five or twenty-six residences. In the spring of the following year a flood destroyed many homes and stores with the result that by the end of 1856 the population dropped to 850 souls. The people then set about to rebuild Vienna only to

have the business section along the south side of Front Street destroyed by a fire on April 4, 1859. Once more the village was rebuilt, but the effort was futile as the village was swept by fire on December 9, 1866. Foul play was suspected when the body of Robert H. McKay was found among the ruins of Brasher's Tailor Shop. The old man lived in a room over the shop, and his personal savings of $800 were missing. Fire again swept the business section in 1867 and by the year 1872 the population was down to six hundred. In 1887 the warehouses of J.A. Young were set afire by an arsonist. In 1890 John Tribe's mill was struck by lightning and burned down. In 1893 the woollen mill of Samuel Clutton was razed by fire. In 1903 a flood carried away a bridge that had only been up six years. At Port Burwell the flood destroyed the wooden bridge. The fire of February 24, 1913, was started by an explosion of natural gas in the home of Lew Johnson and spread to nearby empty buildings and the Dominion Gas Company storehouse and office. Next to catch fire were the general store and living quarters of Mr. Weedge. The Masonic hall was the next to go. In the same building was E. Smith, the undertaker, and John Swick's barber shop. Then the tin shop of D. McCormick caught fire. McCormick had purchased the old paint shop of D.E. Wilson in 1893, moved it to the new site and converted it into a tin shop. The brick store of George Williams was saved and at the present time is used as a hardware. The fire came so close that Samuel Clutton packed all the mail into bags and was ready to leave his house and post office. Weedge's loss was very high.

On April 26, 1937, southern Ontario was drenched by an unusually heavy rain which saturated the countryside. The creeks and rivers were at the flood point. At Tillsonburg the men at the local dams were letting off some of the overload through the sluice gates when the Imperial dam gave way, sending water down the valley, carrying with it bridges, mill-

Vienna's mills and bridges washed away in flood of 1937.

dams, houses and cattle. One person told me he was awake at the time this wall of water crashed down on Vienna, knocking the north bridge off its foundation and over onto its side in the creek. The wave destroyed the mill-dams, the Canners factory and the grist mill (the

latter was the flour mill that S.S. Clutton had purchased, remodelled and sold in 1929). The water level rose so high that people had to be rescued from their second-storey windows. A large lumber pile and stocks of logs were washed down the Otter into the lake. One man who lost his stock of logs went to Port Burwell a few days later to recover them. After much difficulty he formed them into a raft and arranged to have them towed down the lake, but the lake became rough and he lost everything. Many took advantage of the great amount of lumber that washed ashore down the lake for a long time after. Some of the cattle were found in the branches of trees and when men attempted to rescue them, the animals complained bitterly. Part of the surge of water went down the Little Otter Creek and slammed into the mill-dam of Robert Knox, taking away some buildings. The dam survived the onslaught only to fall over by itself the following year. I visited the scene after the flood and photographed the remains of the mills in 1938.

In the spring of 1954, the village was threatened by an icejam and again lumber was lost. In 1963 fire struck again and three buildings were destroyed. The Vienna Hotel on the main street was destroyed by fire in February 1982.

The Military Past

Vienna was the headquarters of No. 2 Company of the 25th Battalion of Active Militia under the command of Captain William Watts, Lieutenant J.R. Wright and Ensign Samuel Brasher. The Vienna volunteers formed the only infantry company in Elgin County at one time and their red tunics contrasted sharply with the green tunics of other rifle companies. For their service in the Fenian Raids of 1866, the ladies of the village banded together and presented the company with a splendid flag, which was never used in regimental parades because it was unauthorized. The Vienna Company was one of the first volunteer units to be called out on June 1, 1866, to Port Stanley with the St. Thomas Rifle Company to protect it against any surprise attacks from the Fenians. The raid did not materialize and the militia was sent to Sarnia. A military company at that time was largely in the hands of the company commanders with little central control. On September 14, 1866, the formation of the 25th Regiment resulted from the union of Vienna, Port Stanley, Aylmer and St. Thomas companies. Captain Tweedale was made commander of the Vienna group at this date; later William Watts rose to that rank. The Vienna volunteers were demobilized until the Fenian Scare of 1870 and then were reorganized under Captain William Watts. Several years later the company was disbanded due to the lack of recruits. The old military drill hall became an agricultural building on the fairground and later the site for the school. Now it is the site of the community hall that was built in 1963.

Schools and Churches

In 1831, a schoolhouse was erected on the north side of the Plank Road, No. 19 Highway, on the east bank of Otter Creek. It was also used for religious purposes before any churches were built. It was in the year 1842 that Reverend Dr. T. Bolton Reade, then rector of St. Luke's Church at Vienna, saw the need for a grammar school. One was started in a room of the home of Simon Newcombe, who taught a class of thirty pupils. They were mostly males because the days of higher education for women had not yet arrived. It was considered an act of kindness on the part of the master to allow the female pupils to recite the lessons that they had prepared. Newcombe taught school until the two-master system was introduced and then E.M. Biggs and John Rain took over teaching. Among the early teachers in the old high school system was a Mr. Baker, later Professor Baker of the University of Toronto and the author of a textbook on geometry. In the years 1849 and 1850, a school was built for the grammar pupils. It became recognized as an institution in Middlesex County (later Elgin County). Young women were allowed to attend the grammar school. By the year 1862 the old school building was considered unsuitable for the increasing attendance of pupils. A new brick school

was built at a cost of $3,550. It was closed and dismantled in 1949. The pupils were then taken to Tillsonburg until the new school was erected in 1956. (Bugler's Market was once the Vienna grammar school.) To meet the needs of those of the Roman Catholic denomination, a separate school was erected on a five-acre parcel of land at the summit of the north hill east of the No. 19 Highway near the site of the original school of 1831. It was in use until attendance dwindled. Then the school fell into disuse and in 1974 it was closed.

Vienna in 1953.

In 1860 Henry Vogt, a jeweller, purchased a lot on Main Street from Samuel Edison and donated it to the Roman Catholic diocese. Here Father Theodore Wagner had a church built. The nearest priest, who was at LaSalette, infrequently held mass in this church in 1883. Because of the small congregation, the church finally fell into disuse and in 1901 was purchased by Alexander Selkirk Stilwell. He later sold it to the United Brethren. In 1913 the Masons purchased the church and converted it into a temple for Masonic Lodge No. 237. Before this the Masons, who were organized on September 7, 1870, held their meetings in a room over the old post office owned by Samuel Brasher on the south side of Front Street. The building was later purchased by the lodge and moved across the street and used as a temple until it was destroyed by fire in 1913. The Areme Chapter of the Order of the Eastern Star was organized in St. Thomas. Through the efforts of Miss Vinning Amoss, Charles D. Coyle and others, a building was erected on the corner of Main and Front streets.

The first Anglican services were held in the old schoolhouse in 1835 by an Anglican missionary by the name of Petrie. As the congregation grew, a frame ediface was erected on Main Street under the direction of Reverend Dr. Bolton Reade in 1845. It was destroyed by fire in 1860. For a time church services were held in the town hall until a new church was erected in 1860 on the original site.

The Methodist Episcopal Church was the first church to be set up just before the union of this denomination with the British Wesleyans in 1833. John Elliott, a man of great influence, refused to unite with the Wesleyans and so Methodist Episcopalian services were held in his home until the congregation grew so large that the floor gave way. Elliott finished off the loft of his warehouse, but this also gave way from the weight of the people. This occurred while Reverend W.D. Hughson was in charge. John Elliott then built a church. After a time it proved to be too small and a larger building was erected on Chapel Street. This building, together with the Sons of Temperance Hall, which adjoined it, fell prey to the incendiary's torch on April 13, 1856. The next year a church was erected by the bridge and served the

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denomination until the uniting of the Methodist bodies in 1884. The old church building was then purchased by the United Brethren. The Wesleyan Methodists held their first meetings in the old schoolhouse. The first church they built was unfinished because of the outbreak of the Rebellion of 1837. The building was torn down by a Mr. Hurdle and in 1846 a new ediface was erected. Straffordville, Port Burwell and Vienna were placed in the circuit in 1925. Reverend O.H. Ellsworth was the first preacher to live in Vienna. The old town hall, built in 1862, was later used as a branch of the Elgin County Library. Jean Wolfe, the librarian, showed me the stage and the stage curtains behind the false partitions. The early plays were viewed by candlelight, then oil lamps and finally the building was electrified. In the early days it was used by the Divisional Court six times a year.

Miscellany

Here is the list of Vienna and area men who laid down their lives for their country:

Charles Atkinson	Charles Baldwin
Harvey Bartlett	William Bartlett
Edward Bartlett	Alex Carter
Harold Carter	Elmas Chute
Emerson Cockrane	Charles Esseltine
Albert Ferris	Colin Forsythe
Emerson Grass	John Gifford
Roy Hanna	George Hanna
Alex Howey	Guy Johnson
James King	Frank Brinn
Emerson Campbell	Albert Eakins
Robert Grant	Russel Johnson
Robert Luither	Clarke Locker
Walter Marlatt	Carl Miles
John Murphy	Ed Pulham
William Laycock	Ed Lymburner
Otto Lymburner	Gordon Matthews
Norman McGregor	George McLean
Arthur Fece	Arthur Perry
Alfred Percival	Huron Smyth
Wendel Soper	Lawrence Soper
George Stebbs	Selkirk Stilwell
James L. Stratton	William Stratton
Gordon Williams	George Wootton

This is the story of Wilson Pugsley MacDonald, a Canadian poet who loved nature and God, saw beauty in everything and was enraptured by it. He was the first poet in English who ever turned the Bible into metered verse. Although he always was deeply religious, he rejected most of religious formalism, preferring to find God in everything that lives. This gentle man lies asleep in the soil of St. Luke's Cemetery north of Vienna. He was born on the 5th of May, 1880, in Cheapside, Ontario. He was the son of Alexander and Anne (Pugsley) Mac-Donald. His father was a Scottish dominie who became a tailor because he was unable to find a Canadian pulpit. Mrs. MacDonald passed away when her son was seven years of age. Alexander later married a Miss Holmes. Wilson MacDonald received his early education at Cheapside and Port Dover. It was during his childhood that he first displayed his artistic talents. On one occasion his teacher, Miss McNally, saw that he was not writing in the Spencerian style. She asked him to copy from the Spencer copybook, which he refused. When she asked why, he replied, ''I can write better than that.'' When the teacher inspected his work, she agreed. His first poem was published in the Toronto *Globe* in 1889 when he was nine years of age. His first books of poems came out in 1916. His love of poetry was instilled in him

by his father at an early age. Even at the age of three, it is said that he could distinguish between good and bad poetry. On finishing high school, he had the best entrance marks in Ontario. He wanted to continue his education at Woodstock College, but his uncle forced him into business. Finally, disliking the work, he was allowed to further his studies at McMaster University where he was influenced by Professor T. Harding Rand, whom he considered the greatest English teacher in Canada. Wilson MacDonald privately published *Out of the Wilderness* and sold the book himself, 12,000 copies in all, and cleared $6,000. The first real money he had was from poetry. It had taken him eight years to write the poems. I was surprised that there was little about him at the local library. My greatest help came from Elaine MacDonald of Vienna and his brother Donald, also of Vienna. When Wilson MacDonald was twenty-eight years of age, he was acclaimed the greatest new poet in the English language. After that he sank into obscurity. One of his patrons was the Canadian-born industrialist Cyrus Eaton of Cleveland. He was invited to Russia in 1957 by Nikita Khrushchev and was one of the few writers to receive royalties from the Soviet Union. When he was interviewed in 1966, he was quite bitter about his career and said, ''It's been hell, just hell.'' He complained of fighting with the critics, fighting with everybody. As a child he became interested in Shakespeare and spent all his money buying all the works on Shakespeare. MacDonald had the finest private collection of Shakespearean literature. Wilson Macdonald considered his greatest poems to be ''A Song to the Valiant'' and ''Saga of Immortality.'' The latter, I understand, was never published. ''Song of the Ski'' was published in a school text. Some of his other works were *The Caw Caw Ballads*, *A Flagon of Beauty*, and *Armund Dussault*. Life was empty and lonely until he met Dorothy Ann Colomy. He was then fifty years of age and they were married. This union brought forth a daughter, Ann, who later became the wife of Gordon McLachlan of Denfield. Wilson MacDonald died in Toronto on the 8th of April, 1967. He was survived by his wife and daughter and six brothers and sisters: William Mac-Donald of Tillsonburg; Donald MacDonald of Vienna; Ralph MacDonald of Windsor; Josie Foreman of Vancouver; Dee Haney of Vienna, and Daisy MacDonald of St. Thomas. Elaine MacDonald and Mrs. John Schuster were his nieces.

Vienna in 1979.

In 1955 John Rose resigned as the official bell ringer of Vienna. He was also the janitor of the town hall and road superintendent. The bell was used to summon people in any emergency and to announce different periods of the day. A Mr. Ferris for many years before was the bell ringer at an annual salary of $18. Mrs. John Rose, who did the work for her husband, received $100 annually. The bell is now silent.

A tragic accident occurred in the village in February 1921. Two small boys, Theodore Smith and Stanley Balcom, each aged seven, were playing on the banks of the Otter Creek, while Georgie King, aged six, was amusing himself by sliding on the ice in the creek. Suddenly the little Balcom boy cried out that Georgie had fallen through the ice. Both boys, without waiting to call for help, ran to the rescue, but the thin ice gave way and they also plunged into the water. Stanley Balcom immediately sank and disappeared in the hole that had swallowed up Georgie King. Theodore Smith succeeded in grasping the edge of a stronger piece of ice and hung on with great presence of mind for three quarters of an hour, calling out for help. Mrs. Balcom heard him, secured help, and he was rescued. The bodies of the two other boys were afterwards brought to shore.

WALLACETOWN and COYNE'S CORNERS
(Oakville, Frogtown)

Before the establishment of a post office in 1852, the small settlement near the farm of Donald Currie (who settled here in 1813 with his three sons and one daughter after emigrating from Scotland) was nicknamed Frogtown because the local area had a large population of frogs. According to Daniel Curtis there were so many frogs living in the swamps around the site that it was almost impossible to carry on a conversation during a summer evening. This was confirmed in the memoirs of James Black and William Christon. (Dutton also had the nickname Frogtown.) When a post office was located at this corner settlement, one gentleman by the name of McTavish suggested Oakville but it was turned down as there was another place bearing the same name. Then the first settler on the site suggested Wallacetown after the Scottish national hero, Sir William Wallace, to which Duncan McTavish agreed. For many years it was claimed that this hamlet received its name because John C. Wallace settled here and as a contractor built most of the buildings before he moved on. Wallace was born on his father's farm in Southwold Township, just north of Watson's Corners. One of his brothers, David, became a teacher and died in Brantford. Wilson Wallace carried on farming until his death in 1885.

The Coming of the Scots

Scotland in the early part of the last century underwent severe changes that affected the Highlanders. When the landlords turned their estates into sheep farms, the poor crofters or tenants were driven from their homes. Even those who remained behind found it difficult to make a livelihood from the barren soil. Lord Selkirk felt sorry for the Highlanders and decided to do something to help them. He first established a successful colony on Prince Edward Island. After this was accomplished, he turned his attention to Upper Canada, which at the time was only sparsely settled. At Baldoon he placed a colony of Highlanders, and even offered to build a road from Baldoon to York, an offer that was unfortunately turned down. In 1811 Lork Selkirk laid out plans to form a colony in the Red River Valley, near the site of the present city of Winnipeg, and encouraged Scottish Highlanders to take the hazardous ocean voyage to Hudson Bay and from there to the Red River Valley. Lord Selkirk realized the difficulties his colony would face with the Indians, the fur traders and the fur trading companies. He purchased a controlling interest in the Hudson's Bay Company and so gained sovereignty over forty-five million acres. He named the new settlement Kildonan. He equipped three ships and left Dornoch with ninety-nine emigrants on July 6, 1811. They arrived at York Factory on Hudson Bay on September 24, where they wintered until June of 1812 before setting out for Kildonan. The trip caused much hardship. The emigrants arrived at the Red River Settlement in the fall under the leadership of Captain Miles Macdonnell, a young U.E.L. who had settled in Glengarry County. A second group of ninety-three emigrants came by the same route. Some of them travelled through the Red River Valley and on to the Talbot Settlement. Donald Gunn of Wallacetown was asked in an interview in 1908 how many of the settlers or if all the settlers were from Kildonan.

"I think not," he said. "Kildonan was but a parish; besides, there were Irish and Argyle men on board, I know."

He was then asked why these people left and he replied that it was the next year the English shepherds came and the crofters were driven to the north, to the shores of Caithness. Some historians were of the opinion that the emigration of 1813 was that group, but Donald Gunn said there was a later expedition from Kildonan (likely that of 1815) composed of people driven out by the Highland Eviction, some of whom later found their way to the Talbot Settlement. Among them were the MacBeths, ancestors of the MacBeths of London, a different family of MacBeths from those that came out in 1813. The people of Kildonan were an honourable class, never a law court was needed among them, nor for forty years after the settlement in Elgin County.

Gunn then added, "My grandfather, Donald Gunn, was seventy-six years of age when he left Scotland. He had nine children. One, Benjamin, started a little before the others, going out in the employ of the Hudson Bay Company, in one of their ships. It outstripped the colonists' ships on the voyage to Hudson Bay, and Benjamin Gunn passed on to his post, and his family never saw him again for fourteen years. Another, Alexander, enlisted as a soldier when seventeen and was present at the taking of the Cape of Good Hope. They came to the eldest son, William, to enlist and the law was that if he refused to enlist his people would be put off the estate to which William Gunn replied that the sooner they were off the estate the better and to prevent this occurring young Alexander Gunn enlisted instead."

When the ships left Dornoch, among the Kildonan people who embarked were Donald Gunn, who was seventy-six, his wife and seven children, one of them being Angus Gunn, who was twenty-four years of age and a married man. He was accompanied by the Matthewsons, MacBeths, Bannermans, Sutherlands, Angus McKay and his wife and several others. The vessel set sail June 6. It was ice-bound at Fort Churchill, Hudson Bay, in August after a voyage of ten weeks. The other expeditions, it will be remembered, had landed their colonists at York Factory, at the mouth of the Hayes River. Eskimos came along in their little boats with oil for shipment back to Scotland. This oil smelled very badly and afterwards the sailors and passengers came down with fever. There had been no fever before this. Among those of the passengers who died was Catherine Gunn; she was buried in the sands at Fort Churchill. The sailors were not expected to recover and were laid out on the hot rocks at the Fort to die. The ice at the time was eight feet thick on the lakes and rivers and water was hard to obtain during the winter. The only method was to cut a hole in the ice and catch the water as it spurted out. Another hardship to face the colonists was the scarcity of food. The young men had to go on snowshoes with an Eskimo guide to a fort eighty or ninety miles away for provisions, which consisted of pemmican and frozen fish, with the thermometer at -55°F. At Fort Churchill Angus Gunn's first child was born. She later became Mrs. MacIntyre, mother of A.M. MacIntyre, who became a banker in Dutton. As food became scarce at Fort Churchill, orders were given to all that were able to move on to Fort York, a distance of two hundred miles west of Fort Churchill. The journey was made on snowshoes and took six weeks. The people sought ravines and where there was timber to shelter for the night. They scooped holes in the snow for beds and made a windbreak of branches of evergreens to prevent the snow from drifting into their resting places. Those who went to Fort York as soon as the snow had fallen included Angus McKay and his wife. On the way Mrs. McKay gave birth to a stillborn child. The party with them had no provisions to spare and went on to Fort York, leaving the McKays in the hands of some hospitable Indians. It was there that the MacKays solemnly vowed that if the Lord would deliver them from their troubles, they would serve him faithfully all their lives. After Mrs. McKay's recovery, they made their way to Fort York, and in the spring were joined by the remainder of the party from Fort Churchill. The strongest of the party set out for the Red River, where they arrived at the end of June. They were able to plant a few potatoes.

The colonists were disheartened by the fact that the promises of land allotments were not kept. The farms were narrow, reaching along the river front and extending back one or more miles. The lots were first ten chains wide. Later on the Hudson's Bay Company changed them to eight chains and finally to six chains. There were no implements to till the soil nor was there sufficient food, but they struggled bravely on until the spring of 1815. In August of 1814 a son, John, was born to John McKay's wife. He later lived in Aldborough Township and died in September of 1906. Provisions were available from the North West Company at much higher prices. Some of the settlers decided to leave and move on to Colonel Talbot's settlement which they had heard about while in Scotland. They approached the Governor of the Hudson's Bay Company and voiced their discontent. The Governor pointed at the moon that shone over the prairie and said, "You may as well try to get to the moon as get out of this." Some of the settlers met opposition from the Hudson's Bay Company and decided to leave on their own with the assistance of the North West Company. For the safety of those leaving the colony, the young men went to the Hudson's Bay fort with Angus Gunn as their leader and threw all the guns into the river. In one incident Angus Gunn, who was as strong as he was brave, was followed into the fort by a half-breed with a gun. Gunn tore the gun out of the half-breed's hands, threw it into the river and the half-breed through the window. Angus Gunn led the party along the rivers to the Lake of the Woods and then to Fort William, a journey that took over six weeks. There they halted for two or three days for a rest and there Angus Gunn made some money cutting hay for a British half-pay officer. Leaving Fort William, they skirted Lake Superior to Sault Ste Marie, and there coasted along Georgian Bay. From Georgian Bay they turned south by way of Lake Simcoe until they reached Bradford. Here many of the settlers decided to locate in the township of Gwillimbury. Some of the Gunns went on to Toronto, among them Angus Gunn and his wife and child. At Little York, as it was called then, they came up for examination for the high-handed doings on the Red River, word having been sent on ahead of them. A military officer, who happened to be there from Red River, was asked what kind of people they were, and he replied they were honest, brave people, and you could trust your life with them. In 1817 the Gunns left Little York and settled in Dunwich Township. They were followed by Angus McKay the following year from Gwillimbury. Others followed them down to the Talbot Settlement and settled in Dunwich and Aldborough townships, among them the Bannermans, Matthewsons and John MacPherson. Probably about the year 1826, Benjamin Gunn came from the Red River and settled near Wallacetown. B.B. Gunn of Seaforth, Ontario, was his grandson. Gunn was once an M.P. for the Conservatives. Donald G. Gunn passed from this earth on the 17th of August, 1913, when he was eighty-six years of age, leaving behind his wife, Catherine (Grant) Gunn, and ten children: Mrs. J. Linch, North Dakota; George Gunn, Washington State; Mrs. W.H. Penniger, Washington State; Mrs. J.B. McGully, Knife River, Minnesota; John A. Gunn, north Yarmouth; Donald Byron Gunn, Essex; Robert A. Gunn, St. Thomas; Mrs. Hiram Winger, Glencoe, and Christina Gunn, north Yarmouth. There were three other children by his first wife, Nancy, who died in 1866 when only forty years of age. Donald G. Gunn was born on his father's farm near Coyne's Corners in 1827 and farmed in the area until 1876. Then he moved to Michigan, where he farmed until 1883 before moving to Melbourne, Ontario, where he remained until 1905. Finally he moved to a farm on Edgeware Road in north Yarmouth where he died. At the time of his death his sister Helen, who was Mrs. Garbutt, was the only one left of the Gunn family.

Early Families

The Gow family was part and parcel of the fabric of the Wallacetown area for many years. This is evident in Black's Cemetery. Robert and Peter Gow, sons of John Gow, were born in Perthshire, Scotland, and came to New Brunswick with their parents. In 1840 Robert and Peter decided to strike out for themselves. Robert Gow and a friend, James McNair, went to the United States, where they spent the winter months. In the spring Robert Gow removed

to West Elgin where he worked as a labourer splitting basswood logs into rough planks for the home of Angus Gunn on the Talbot Road, and for George McBeth. The next year he purchased two hundred acres of land on Lot 19 of Dunwich Township on Willey's Sideroad from Colonel Talbot. After purchasing the land, he erected a log cabin and married Catherine McKillop, daughter of Archibald McKillop of Back Street. In 1843 the third son of John Gow, John Jr., decided to come to Dunwich Township and join his brothers. He brought with him a close friend, James Robertson, who picked up work cutting fallow and making staves. Young John purchased a piece of land on Willey's Sideroad and assisted in fencing his brother Peter's farm with walnut rails. John Gow decided to settle down, married Elizabeth Grey and by her had nine children. Gow lost his first wife in 1867. He married again to Christy McCallum and by her had seven children. After the death of the parents some of the children moved to Montana while others stayed in Dunwich. Jane Gow, the fourth daughter of John Gow, Sr., came to Upper Canada in 1845 with her brother Peter and lived with him until his death in 1863. Then she married Elijah Page and took up residence west of Tyrconnell and later on Clay Street in Dunwich Township. Mary Gow, daughter of John Gow, Jr., married James McLandress, a young man from Cupar Angus, Perthshire, Scotland. McLandress was a tailor and opened a business in Iona. He came to Upper Canada in 1847 and his marriage to Mary Gow produced five children. He came with John Gow, Jr., through the United States to Buffalo, then took a schooner to Port Stanley and hired a team to haul his goods to Peter Gow's home on the lake shore near St. Peter's Cemetery. John Gow bought the west half of the Peter Gow farm east of Tyrconnell. This farm was originally owned by Captain Smith who purchased it from Colonel Talbot for three grains of barley. The captain left the farm to his son-in-law, Robert Thompson, who had it for ten years and then sold it to Gow for $1,600. About this time Robert Gow sold his farm on Willey's Sideroad to his brother, John, and with his wife and two sons, Archibald and John, moved in with his father, who was an old man by this time, on the lake shore farm. John Gow, Sr., died in 1859. After Peter Gow's death, Robert purchased the east half of the farm. One season Robert Gow and Peter Cameron cradled the grain on the old Gow farm and Mrs. Robert Gow and Elizabeth Gow bound the wheat, a total of one thousand bushels. Robert Gow was instrumental in the founding of the Presbyterian Church in Wallacetown and was an elder there. John R. Gow, son of Robert Gow, became reeve of Dutton.

The Cameron family story began when Peter Cameron left Scotland in 1851 from Greenock for New York. From there he journeyed to Albany, Buffalo, and Port Stanley. He worked for a year in St. Thomas as a blacksmith and from there went to Fingal, where he stayed for a short time before moving to Iona. Peter Cameron married Elizabeth Gow, daughter of John Gow, Jr., moved to Tyrconnell and operated a blacksmith shop there for eighteen years. He also was the postmaster for a number of years. During the time of the Fenian Scare, he enlisted and became one of the guards patrolling Pat's Point. Peter and Elizabeth Cameron had four sons: Daniel M., John R., Peter G., and James R. Cameron later purchased one hundred acres of bush north of Coyne's Corners. In 1872 he and his wife and family moved to the farm where he died in 1914. His wife predeceased him in 1911. His son, Peter G. Cameron, sat in the Ontario Legislature from 1919 to 1923 for West Elgin. Donald Cameron, Peter's twin brother, a shoemaker from Bankfoot, Scotland, came to Upper Canada in 1856 with his father, mother, and sister Catherine. His parents settled near Wallacetown. Catherine Cameron married James Robertson, who bought the north half of John Gow, Jr.'s, farm on Willey's Sideroad. Mungro Cameron, the father, lived with Catherine until he died in 1882. Donald Cameron had a shoemaker's shop at Tyrconnell and Fingal and finally at Wallacetown. He married Nancy McKillop, daughter of Archibald McKillop, and had nine children. Peter, his son, became a successful merchant in Wallacetown and finally in Dutton. Donald Cameron died in 1904. Anne Cameron married Robert Kirkland, an early druggist in Dutton. John A. Cameron was a merchant in Wallacetown. Donald A. Cameron became a physician and first

practiced in Dutton and later in London. Dr. Cameron died in 1899. Duncan, another son of Donald Cameron, Sr., also became a medical doctor.

Malcom McIntyre, a native of Argyleshire, Scotland, settled north of Wallacetown on Lot 13 in 1830. He was one year old when his parents came to Dunwich Township. When he grew of age, he married Janet Gunn and had eight children: Daniel, Benjamin, Eliza, Annie, Neil, Archibald, George and Mary Jane. The first four children later took up residence in Manitoba. Benjamin McIntyre became ill and came home to die on May 25, 1899. Malcom McIntyre lived eighty-one years and closed his eyes forever on January 23, 1907. His wife Janet breathed her last three days before Christmas in 1875. I understand that Archibald G. McIntyre, a son, carried on the farm until his death in 1934.

Daniel and Grace (Bannerman) McPherson came from Sutherlandshire, Scotland, and first settled at New Glasgow, Aldborough Township. They had eight children, five of whom were Peter, Hector, Janet, Anna and Catherine. Peter became a township councillor. He was born near Long Point in 1820. In 1852 he married Elizabeth McCallum, a native of Argyleshire, Scotland, and as a result seven sons and two daughters came into the world. They were Archibald, Daniel, Duncan, John, Elizabeth, Hector, Grace, Peter and David. Hector McPherson later went to the North West. The old McPherson home, which was the first brick house built in this part of Elgin County, stands on the south side of No. 3 Highway west of Wallacetown near Black's Hill. The house is still in a very good state of preservation. It was built by Daniel McPherson in the 1860s. Mrs. Daniel McPherson was the former Grace Bannerman, great-grandmother of Mitchell Hepburn, once premier of Ontario. She was also the aunt of Sir Campbell Bannerman, a prime minister of England. Lord Elgin's father was a member of the Bannerman government. Daniel McPherson died on October 24, 1854, and his wife Grace joined him on April 23, 1875. The homestead was carried on by their son Hector, who married Mary McIntyre. Hector McPherson died at ninety-six in 1918. His wife predeceased him by nine years. The home later became the farm market of Mr. Unich. Peter McPherson died on January 1, 1898, at seventy-seven years of age. His wife passed away on October 1, 1906. Hector's first wife Christianna died on November 4, 1861, at twenty-nine.

The Rapeljes always figured strongly in the history of Dunwich and Yarmouth townships. To tell the story of the Rapeljes, I must go back to the time when Daniel, his wife and three children, and his brother, Jeronimus, left New York in 1802 to settle in Woodhouse Township where they remained for eight years before coming to Elgin County. It was during those eight years that three more children were born. After they left Woodhouse Township, they sailed to the mouth of Aukiksabee (Kettle Creek) where they proceeded to Colonel Talbot's and purchased two hundred acres of land on Lot 1, Concession 8 of Yarmouth Township (the southwestern portion of St. Thomas). It was here that Daniel and his brother cleared a path from the edge of Kettle Creek to his cabin site on the summit of the hill. In 1811 Colonel Talbot had the Talbot Road surveyed and this was the beginning of the road settlement. The Rapeljes were of Huguenot extraction. Jeronimus Rapelje never married and died in 1846 at the age of seventy-nine. During the 1812 War Daniel Rapelje and his son George took part in the Battle of Lundy's Lane. Daniel Rapelje was promoted to the rank of captain. George, who was training to become a lawyer in York, fell ill and died on October 14, 1819. He was twenty-three at the time. When George Rapelje died he was given a Masonic funeral under the direction of Colonel Mahlon Burwell, who was a Masonic master. George was a member of the Masonic Lodge No. 30, known as Kettle Creek Lodge. Another son of Captain Daniel Rapelje, Lambert, died in his fifteenth year on the 25th of December, 1819. He was buried next to his brother. Jeronimus, son of Captain Daniel Rapelje, was born in Woodhouse Township in 1806. On October 19, 1826, he married Jannete Best. They became the parents of Peter of Dunwich Township, Henry and George of Wallacetown, Jeronimus of Yarmouth Township, Daniel of Jackson, Michigan, Mrs. Wellington Mean, Elizabeth Rapelje, and Mrs. Henry Couse of

Yarmouth Centre. Jeronimus or Jerome Rapelje, son of Jeronimus Rapelje, died in the month of October, 1917. He was the father of James H. and Alonzo A. of St. Thomas and two daughters who became Mrs. S.A. Payne of Payne's Mills, and Mrs. H.D. Howell of St. Thomas. Henry Rapelje had in the 1880s a carriage shop and in 1896 took over the undertaking business of J. Cullen. On December 20, 1834, Captain John Conrad and Jeronimus Rapelje, the latter then a young man, were returning home from St. Thomas after dark on a wagon with a board for a seat. The board slipped and threw both passengers under the wheels of the wagon. They were found shortly afterwards in a state of insensibility and were carried to the nearest house. The newspaper stated at the time, ''We regret to say that Capt. Conrad [was] so much injured about the head that he died shortly afterwards and Mr. Rapelje, though much hurt is in a fair way of recovery.'' At the coroner's inquest evidence suggested that a team of horses had passed along after the fall, and so it was supposed that one of the horses trampled on the captain's head, as marks were found upon it, apparently made by a roughshod horse.

Many years ago I had the opportunity to interview Cecil Robinson, who at the time was a patient at the John Bobier Nursing Home in Dutton. He was a frail old man with a sharp mind. He talked of the days when his father, Samuel Robinson, settled on the old James Black farm. It was here that Cecil was brought up. When his father died, he took over and farmed until his health failed. Then he sold the farm to Malcom Gowan. He recalled the northern edge of the farm as being the location of a millpond and the remains of a saw and grist mill that at one time were operated by Lazarus McIntyre. The mill buildings were dismantled and some of the material was used in building a kitchen on the farmhouse. Francis Robinson, Cecil's grandfather, came from Scotland and settled near Eagle. When he arrived he had only the clothes on his back, a jacknife, a shilling and a determined mind. He first hired out as a farm labourer and after a time was able to purchase a farm and it was on this farm that Samuel was born. Cecil remembered when Wallacetown had four blacksmiths, one located on the northeast corner in a brick building. He recalled old Daniel Curtis's blacksmith shop north of the corners and how old Dan punctuated his verbal outpourings with squirts of tobacco juice. Daniel never kept books and a handshake was all that was necessary. He recalled how his grandfather had to walk all the way from Eagle to Payne's Mills with a bag of grain to be ground. After this interview Cecil passed away. His brother Russel predeceased him in 1943.

On October 20, 1817, Henry Coyne, his wife Anna and six children landed at No. 9 (Tyrconnell) and settled on the northwest corner of Lot 6 on the fifth concession of Dunwich Township. This land was originally settled by James Sutherland, who abandoned it when he became aware of how he had been imposed upon. Henry Coyne was born on the Isle of Man in 1774, the son Sylvester Coyne, and the youngest of four brothers, William, Sylvester, John and Henry, and one sister, Elizabeth. Henry Coyne's parents died when he was a small boy and after that the family crossed the Channel to County Down, Ireland, where the boys became linen weavers. When the Irish Rebellion broke out in 1798, Henry was drafted into the militia and sent to Glasgow on garrison duty to relieve the ''regulars'' for active service. Henry was musically inclined and while he was stationed at Glasgow, he played in the militia band until the Rebellion ended in 1802. He then returned to Belfast and married Anna Gardener. Anna was born in 1780, the daughter of Singleton Gardener, a well-to-do farmer in County Armagh, Ireland. (You will find more about Singleton in the story of Cashmere and Tyrconnell.) After the birth of his second son, Henry Coyne became anxious to leave the crowded city of Belfast and go to America, where there was more room. On October 20, 1810, they embarked on the sailing vessel *Danube* under the command of Captain Pearce at the port of Belfast for New York, which they reached in four weeks. They were greeted by John Coyne and Mr. Gardener, who had crossed prior to them. Though bound for Canada, they remained for a while in New York and were there when the 1812 War broke out. This delayed their move to Canada. Coyne, who remained a British subject, was ordered to move back one hun-

dred miles from the frontier, and therefore left New York and proceeded up the Hudson River to a small village called Pleasant Valley, opposite Newburg, where they settled down until the end of the war. It was at Pleasant Valley that Elizabeth Coyne was born along with Thomas and William Coyne. According to British law they were natural-born British subjects. The family crossed the Niagara River at Black Rock and arrived in Dunwich Township on the 20th of October, 1817.

William and James Coyne learned the building trade and in the years that followed erected many buildings in West Elgin. At twenty-one years of age William Coyne became a merchant in Colonel Henry's back acres, Clearville. During the Rebellion he joined the militia. When it was over, the two brothers entered the general mercantile business in St. Thomas under the name of J. and W. Coyne; this partnership lasted until 1852 when James Coyne removed to London. William Coyne carried on the St. Thomas store. He was a public-spirited man and became involved in local and provincial politics, became a member of the board of education and a trustee of the First Methodist Church. William Coyne was the first treasurer of Elgin County after its separation from Middlesex County in 1853. He died in 1895. William Coyne married Christina Patterson and this union brought forth seven children. At his death only four remained: Mrs. William Kettlewell of Toronto, John P. and James Henry Coyne of St. Thomas, and Daniel Coyne of Brantford. Two of his daughters predeceased him. The youngest daughter married Reverend A.M. Phillips. His eldest son Isaac died in Toronto in 1911. Dr. James Henry Coyne was born in St. Thomas in 1849 and as a lad served as a private in the St. Thomas Rifles and received the Fenian Raid medal and a veteran's land grant. He married Matilda Bowes, daughter of John George Bowes, who was a former mayor of St. Thomas and M.P.P. for Toronto, in 1877 and by this union had four sons and two daughters. Dr. Coyne became an educator, historian, writer and in 1889 the registrar of Elgin County. In 1891 he founded the Elgin Historical and Scientific Institute. In 1906 he was elected a Fellow of the Royal Society of Canada. He was also an executive of Alma College. Matilda Coyne died in 1935 and Dr. Coyne followed her in 1942.

Let us hear once again the words of another early pioneer, Colonel George Henry of Tyrconnell and later of Duart.

"When a boy, I left my mother, brothers and sisters on 1st of January, 1816, and came 150 miles west to the Township of Dunwich, now part of West Elgin, but in 1816 it was the district, and it has been divided into a number of districts. When I got as far as Dunwich I found nine settlers, and in that settlement I stopped and made my home for fourteen years. My former home, Aldborough, had not a single white man as a settler in it, south of the River Thames, and many of the townships west and north were not surveyed, at the time. When Orford was surveyed I drew the first or occupied the first lot that was occupied in the Township, and did what was called the settlement duties at that time and carried the provisions on my back 20 miles, and thought it no hardship at that.

"When I had done the settlement duties on my lot in Orford, I went to work again in Dunwich. Some time in the month of March, 1816, I came to the River Thames here near London, and crossed the river a little above where the oldest bridge now stands, upon a fallen elm tree that had fallen across the river, where the city now stands."

There was on the Lake Road a settlement of four or five families which had been there before the war. It consisted of Leslie Patterson, John Pearce, George Crane and Stephen Backus. In 1819, two years after the first family settled there, another colony of Highlanders came and settled with a larger percentage going to Aldborough Township. In 1820 Donald McGugan purchased the land claim of John Matheson, directly across the road from Henry Coyne. Matheson moved to Lobo Township. The next to come were George and Angus Gunn, who

had been with the North West Company in the Hudson Bay district. They settled on Lot 5, Concession 8 of Dunwich Township. John McLean settled on Lot 2 of the same concession and beyond the woods Angus McKay settled on Lot 24 of the thirteenth concession of Aldborough Township. Across the road is where Alexander McKinnon started his farm. He had for neighbours two brothers by the name of Neal and Gilbert Taylor, who lived with their sister until Gilbert Taylor married Nancy McCowan, daughter of Captain Hugh McCowan, in 1827, seven years after he and his brother settled in Aldborough. The Taylor brothers came from a fishing port named Loch Gilphead, Argyleshire, Scotland, and from Skipness, Kintyre, also in Argyleshire, where they obtained a large portion of their livelihood. As the country around there was rough and rocky, they were only able to raise a few potatoes and some oats, depending mostly on the harvest from the Loch for their support. They were hardy and industrious and although most of them were fond of a ''drop of whiskey,'' they never permitted it to be their master. Remember tea and coffee were unavailable and all they had to drink were water, milk, barley water and whiskey. Sugar was also scarce and honey was used as a substitute. A hot drink was made from the roasted roots of dandelions. Gilbert Taylor died on January 19, 1852, when he was only fifty-one years of age, leaving his wife Nancy to look after the farm. Neal Taylor then got married and he and his wife Martha carried on Gilbert's farm. In 1863 Nancy Taylor lost her father, Captain Hugh McCowan, who settled near the Taylors in 1820. Captain McCowan married Isabella Graham. She outlived him by thirteen years and died at eighty-seven years of age. All are resting in Love Cemetery, west of Wallacetown, and Black's Cemetery.

A lot of the families who lived on the backroads had very little money to buy toys for their children. In some cases the children themselves made their own toys out of wood or whatever material was available. On the 3rd of January, 1920, Helen Gunn, wife of Hugh Gunn, was interviewed and she recalled that she was one of a family of girls and that her only toy was a hoe handle, which she adopted as her doll. Helen Gunn, one of the daughters of Archibald and Isobella McIntyre, was born on the farm three miles west of Wallacetown on the Talbot Road on February 13, 1828, and was educated at the old Gunn schoolhouse. Her parents were natives of Scotland who settled in Dunwich Township in 1819 as farmers. They raised a large family of girls and one son, Malcom A. McIntyre, who later became a resident of London, Ontario. ''Auld Archie,'' as he was known, lived eighty-one years and passed from this life on May 27, 1883. Helen McIntyre married Hugh Gunn, a farmer upon whose farm Wallacetown was built. Hugh died in 1855. At the time of Mrs. Helen Gunn's death there remained one daughter, Isabella, and one sister, Kate Goodwin of Cleveland. Mrs. Gunn recalled the days of the 1837 Rebellion when the soldiers that were on the march stopped at her father's farm for a hot meal. Still later there were the trying days of the Fenian Scare, when the volunteers were marshalled at the Wallacetown drill shed, which later became the crystal palace on the old fairground. One of her fond memories was of Christmas when all the married men met and played hockey on the nearby pond and of her mother making a bushel basket of doughnuts for them. When asked how she dyed clothing back in the early days, she recalled using logwood and water for black, madder for red, goldenrod for yellow, walnuts for brown. Green she obtained by adding alum to the yellow weed and putting it through the blue dye. Mrs. Gunn in her last years lived in Wallacetown and was respected and loved by all.

Businesses

Wallacetown in the 1860s consisted of the following business establishments:

Blackwood, John A.   General merchant
John A. Blackwood was the son of Robert Blackwood. His father had stores in St. Thomas, Iona, Wallacetown and West Lorne. John Blackwood later pulled up stakes and settled down in Saskatchewan. Robert had seven sons, who were James, Donald, John, William, Robert, Thomas and Alexander Duff. Robert Blackwood took up residence in Vancouver, British Columbia, after leaving West Lorne.

Bradt, Robert   Wagonmaker
Cameron, David   Shoemaker
Campbell and McLean   Saw and grist mill
In 1857 A. and J. McPherson operated a shingle mill. Angus McPherson had a large wooded lot on Lot 3 north and west of Wallacetown. In 1866 Samuel Stidwell and John McFarlane purchased Duncan McLean's planing mill.

Clay, David   Elgin Hotel, southeast corner
Clay later changed the name to the Ontario House. The first concession north of the corners was named Clay Street because of the settlement of the Clay family. Dr. George W. Clay, son of John and Martha Clay, was raised in the district.

Forbes, Duncan   Cooper
In 1854 Duncan Forbes came to Upper Canada with his wife, Janet Campbell, and two sons, Peter and Robert, and settled in Wallacetown. They worked as carpenters. Peter Forbes married Margaret Graham and had two sons, Archibald and John. Robert Forbes married Eva Gosnell and had five children: Kate, Margaret, Duncan, John and Mary. The last two died early in life.

Gunn, Robert   Shoemaker, later the postmaster
Henry, Colin G.   Anglo-American Hotel
This frame building was located on the northwest corner. It was later destroyed by fire.

Keillor, Thomas C.   Butcher
Lindsay, James   Grocer
Luton, Thomas   Britannia Hotel
Located on the southwest corner of Gordon and Talbot Streets.

McBrayne, A. & D.   Machinists
This foundry burned down in 1885.

McFarlane and McKellor   Builders
Archibald McFarlane erected the first hotel in Wallacetown on the northwest corner. He operated it for a time and then went back to carpentry and erected many of the houses after the log cabins surpassed their usefulness. He died at seventy years of age.

McGill, David   Tinsmith
McIntyre, L.W.   Grocer and auctioneer
McKillop, John   General merchant and postmaster
The assistant postmaster was A.S. Barclay, who settled in the village in 1860 or 1868. Barclay, later the postmaster, was succeeded by Robert Gunn, who was a shoemaker. Barclay was postmaster for fifteen years. He died in 1893.

McLaws, David   Blacksmith
He and his brother Archibald also built carriages. The shop was first located in Wallacetown and in 1877 it was moved to Dutton. It was used by T.E. Lilley for fifty-four years. The main part of the carriage works was converted into the Commercial Hotel. A portion of the building was moved to the corner of Mary and Currie streets. The Commercial Hotel was built on the site that was later occupied by the Queen's Hotel.

The McGugan home, once a hotel.

McPhail and Burwell	Harness shop
McIntosh, Angus	Shoemaker
Rapelje, John	Harness shop
Ruthven, D.G.	Medical doctor
Stinson and Hearne	Cabinetmakers
Thompson, Dugald	Blacksmith
Urghart, A.C.	Tailor

The first stage service between the villages of Wallacetown and Ridgetown was started in 1872. It was founded by Jacob Beedle and Paul Saunders, who came from Iona and Wallacetown. They also established a livery stable in Wallacetown. The first stage was built at Wallacetown and was driven by Ephriam Lumley. It was an open stage painted yellow with red painted seats covered with tapestry. It was a gala affair and first appeared with honoured guests as passengers. The reins were held by Paul Saunders, later of Detroit.

Wallacetown was at its peak just before the railroads came through. The main artery of travel and commercial traffic was the Talbot Road. The coming of the railroads presented an opportunity for ambitious and energetic businessmen to relocate their business outlets, and the people, seeing this happen, moved away. Slowly the hamlets and villages died. In some cases the buildings were moved while others were abandoned and fell into decay. Wallacetown was just one example of this.

In 1877 the village had the following business establishments:

Cameron, Daniel	Boot and shoemaker
Clark, Joseph	General merchant
Clay, David	Ontario House
Crews, Oliver	Carpenter

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Cusick, Robert	Sawyer
Cusick, Richard	Butcher
Cusick, Samuel	Drover
Forbes, Duncan	Cooper
Graham, A.	Cabinet and coffinmaker
Gunn, Donald A.	Contractor
Hearnes, George	Livery stable
Henry, Colin G.	Anglo-American Hotel
Hind, James	Merchant
James, Richard	Cooper
Ling, Dr. George W.	

He came to Wallacetown in 1866 and opened his practice in 1867. He later opened an office in Dutton. I understand that he practiced there until 1900, when he moved to Melbourne and served the needs of the sick for two years. His son George went to St. Thomas Collegiate and from there became an honors student in mathematics at the University of Toronto. He earned his Ph.D. at Columbia University. He was a professor of mathematics at the University of Saskatchewan, and later Dean of Arts. When he retired he moved to Toronto. He also taught mathematics at the University of Western Ontario during the summer months. When Dr. Ling died he left no family.

Little, W.A.	Tailor
Luton, Thomas	Britannia House
McBeth, Alexander	

*In the **Historical Atlas of Elgin County** he is listed as the captain of the militia. He was born in Selkirk, Manitoba, the son of George McBeth, native of Kildonan, Sutherlandshire, Scotland, and was a prominent official in the Hudson's Bay Company. George McBeth and his wife Catherine brought with them from the Red River settlement to the township of Dunwich a family of five children, the eldest being George, who was twelve years of age. The other children were Donald, who died on July 20, 1851, at twenty-four, Alexander, John and Christina or Christianna, who became the first wife of Hector McPherson. George McBeth, Sr., died on August 20, 1852. He was fifty-three years of age. Catherine McBeth died on the 29th of December, 1876, at seventy-six. Three other children were born in Upper Canada, Robert, Isobella and Catherine. Isobella married Neil Whyte. She died on February 17, 1909. Catherine remained single and died three days after her sister. Old George McBeth subsequently moved to Euphemia Township, but young George took up residence with Colonel Talbot in 1839, and his brother Donald did the same in 1840. Alexander McBeth became interested in the mercantile business in Wallacetown. It is said that he settled in Wallacetown in 1857. He was very military minded and soon became part of the local militia. He served during the Fenian Raids and rose to the rank of major. In his last years he retired to the McBeth estate at Port Talbot where he died on December 31, 1897, at sixty-seven. At the time of his death he left behind two brothers, John of London, Ontario, and Robert of Southwold Station. He also left behind two sisters, Mrs. Whyte and Catherine.*

McColl, Dr. Daniel S.	Physician
Melvin, John	Cabinetmaker
Miller, J.K.	Miller
Miller, Albert	General merchant; partner of McKellor
McBrayne, Mr.	Machinist
McCay, Mrs.	Milliner
McLaws, Duncan	Wagonmaker
McLaws, William	Livery stable
McCracken, Miss	Milliner
McDiarmid, Reverend Neil	Presbyterian Church minister
McDiarmid, Donald	Boots and shoes
McFarlane, Archibald	Machinist

McGill, David	Dealer
McGregor, Colin	Teamster

Colin McGregor died in 1920 in his seventy-ninth year. He settled in Wallacetown in 1869 and had a livery for sixteen years. In 1891 he moved to Dutton.

McIntyre, Hugh	Carpenter
McIntyre, John	Steam sawmill
McIntyre, James	Fruit tree agent
McIntyre, Mrs.	Dressmaker
McIntyre, L.W.	Issuer of marriage licenses, conveyancer and insurance agent
McKellor, Daniel	Cooper
McKillop, J.P.	General merchant; partner of Mr. Miller
McKillop, John	Justice of the peace, postmaster and general store

His business was located west of the corner next to the Anglo-American Hotel.

McKillop and McIntyre	Flour and sawmill
McLean, Duncan and brother	Planing mill
McPhail, Daniel	Harness shop
McTavish, Duncan	Shoemaker
Newcombe, Mr.	Photographer
Parish, Thomas A.	Druggist
Pearce, John L.	Cheese factory

It was located on Lot 10 of the tenth concession south of Wallacetown. In later years the factory was moved to Wallacetown. Alvro Keillor purchased it and had it rebuilt with his living quarters on the second floor. He also took up butter making. The factory was operated by every member of his family until he sold out to R.E. Fraser. Three sons of Alvro and Ada (Green) Keillor, Benjamin, Frederick A. and Clifford M., became doctors. Sidney, another son who was born on December 31st, 1896, was fatally wounded during the First World War in France. He died on April 17, 1918. Ada died in 1936 and Alvro died the following year.

Rapelje, John	Harness shop
Risdon, W. & J.	Hardware

On the 12th of February, 1913, William Risdon breathed his last at his residence at 48 Centre Street in St. Thomas, a house he had erected in 1875. It was a large rambling frame house that had the reputation of being haunted. As a little boy, I spent much time in the old house dressed up as a ghost and enjoyed scaring my friends. The closets upstairs were full of old Victorian dresses. When Risdon passed away, he left his wife Mary, three daughters, two brothers and one sister. The Risdons came from Devonshire, England, and landed at Quebec in 1852. Mr. Risdon, the father of William Risdon, was a skilled craftsman in metal and his sons picked up the trade. The Risdons really got their start when they and Mr. Morrison purchased the tinsmith shop and hardware in Shedden when Mr. Spikeman decided to sell and move to Dakota. The next step the Risdons took was to open a hardware business in Fingal. It was while they were in Fingal that William Risdon married Mary Brotherhood, daughter of Horace Brotherhood. John, his brother, married Jennie Fulton. The brothers expanded their business and had stores in Wallacetown and St. Thomas. In 1875 William Risdon moved to St. Thomas and established the Erie Iron Works on St. Catharine Street, where he remained a few years and then located his foundry and business on Talbot Street in the old Ermatinger Block east of Church Street. He was in operation until his health failed and the business was taken over by his son-in-law. John Risdon moved to Charlottetown while Joseph Risdon left the country and located at Detroit. His only sister became Mrs. White of Brantford. The daughters of William Risdon were Ethel, who died as a child; Gertrude, who later became Mrs. Hugh McLean and died at thirty in 1898; Blanche M., who died at twenty-nine in 1904; and Ann, who became Mrs. J.B. Davidson of St. Thomas. One of the daughters

*became Mrs. E.T. Kellam of Niagara Falls. Another remained single. Mary
Risdon died in 1918. She was seventy-two years of age. They had one son by the
name of Horace William who died as an infant. A number of years ago Mr. and
Mrs. J.B. Davidson donated a silver tea set to the local museum. It was at one
time the property of Mr. and Mrs. William Risdon. William Risdon was very ac-
tive in local affairs and took part in township council. John Risdon was interested
in banking. He was born in 1848 and died in 1930.*

Ruthven, Dr. D.G.   Physician

*He started practicing in Wallacetown at the age of twenty-four in 1864 following
his graduation from Ann Arbor, Michigan. In 1867 he took his degree at Vic-
toria University and returned to Wallacetown, practicing there until 1889, when
he moved to Dutton. Dr. George Ruthven was associated with his father follow-
ing his graduation from Trinity University in 1895. Dr. George Ruthven, Sr.,
was a vigorous Reformer in politics, chairman of the board of management of
Knox Presbyterian Church, Dutton, and represented Dunwich Township for a
number of years on Elgin County Council as reeve and deputy reeve.*

Thompson, Dugald   Blacksmith

Urquhart, A.C.   Merchant

*He was the son of the mayor of Toronto and the grandson of Judge Urquhart of
Toronto.*

At the height of Wallacetown's growth, when gangs of labourers were hired by the railroad contractors, the local hotels and taverns did a roaring trade. There were many fights and so a lockup was built two blocks north of the corners on the east side of the road. It was used until Dutton became incorporated and Wallacetown died. The lockup was moved to the fairground in later years.

Besides the threat of extinction by the coming of the railroads, Wallacetown lost much through fires. In the end it was never rebuilt. In 1877 a grocery store and Masonic Hall were erected along with a hall of justice. The latter was erected by L.W. McIntyre in place of the small one that was moved to Dutton. In 1878, the Wallacetown was erected [sic] and was destroyed by fire in 1889; it was bankrupt at the time. The old frame Anglo-American Hotel also went up in flames. In 1880 the Ontario House and block were razed by fire. In some cases instead of rebuilding, the people relocated in Dutton. In 1885 McBrayne's foundry was consumed by fire and was never rebuilt. This fire took down A. Bowlby's blacksmith shop and carriage business and also the old school. On January 14 or 21, 1886, a fire was discovered at four in the morning in the telegraph office at the rear of Munson's tailor shop. It took with it two other buildings. One was unoccupied. It had been the tailor shop of Peter Gerow. The fire was discovered by Robert Gourley, a butcher, who roused the whole village. The volunteer fire fighters proceeded to tear down the walls of the adjoining buildings to stop the fire from spreading. At the time there was a dance being held in the home of L.W. McIntyre. In 1886 the Wallacetown sawmill was destroyed by fire. It was operated by Mr. McKillop of West Lorne. The mill site was purchased by C. Schliehuff, who rebuilt the mill in 1889. On February 26th the mill and hoop factory went up in flames. The mill had been newly equipped with machinery. The Masonic Lodge, Cameron Lodge No. 232, was founded in Wallacetown in 1870 and had a temple in which to hold their meetings in 1875. It was destroyed by fire in 1886. The lodge was re-established in Dutton. The first grandstand on the fairground was erected by the Schliehuff brothers when they had their mill in Wallacetown. After the big fire, a fine brick block was erected on the southwest corner in 1886. The upper storey became the meeting place of the Independent Order of Foresters. Mr. Monson moved to Dutton and purchased the store of Mr. Urlin. In 1889 a tailor shop was again located in Wallacetown just two doors west of the Ontario House. The hotel was built by John Dromgould, who operated the hotel until 1896, when he sold it to W. Eustes, who later sold it to William Stafford. Later Dromgould repossessed the hotel, and leased it to Mr. Peets of Wallaceburg in 1901.

Wallacetown in 1908 was a much smaller place, as we can see from the list of businesses:

Cusack, William   Postmaster
He was born in Ireland, came to Canada with his parents when he was sixteen
years of age and first settled in St. Thomas. He learned the tinsmithing trade and
later was foreman of Gurney Stove Manufacturing Company at Hamilton until
1895. Then he moved to Dunwich Township and took up farming. After a time
he operated a general store in Wallacetown and became the postmaster after the
death of Robert Gunn. He died in 1910 when he was seventy-six years of age.
Cusack, William   Tinsmith
Cameron, J.A.   General store
Chapman, W.J.   Blacksmith
Keillor, Alvro   Cheese factory
Moss, William   Butcher
Myers, G.E.   Blacksmith
George Myers was born in Glenmeyer and was a blacksmith in Wallacetown for
twenty-five years, then moved to Port Burwell and Lambeth. He died in 1922.
Rapelje, H.J.   Planing mill
Stafford, William   Ontario Hotel
William Stafford purchased the hotel from William Eustes, who took over the
Binder House in Rodney in 1896. Originally the hotel was erected by John
Dromgould. Stafford turned the hotel over to Mr. Peets of Wallaceburg in 1901.
Telford, John   Bricks and tiles
Turville, Sidney   Flour mill, north of the corners

The first fair was held in 1860. The West Elgin Agricultural Society was organized on January 16, 1860, at the then flourishing village of New Glasgow. The meeting was called under the authority of Levi Fowler of Fingal, warden of Elgin County, who appointed the following: James. E. McKinlay, president; C.A. O'Malley, first vice-president; Malcom McDougall, second vice-president; Colin McDougall, secretary-treasurer, and Daniel McKillop, C.A. O'Malley, Isaac Freeman, Henry D. Smith and Dugald Lamont, directors. The funds of the society were limited, but it joined with the Aldborough society and a united exhibition was held at New Glasgow on October 17, 1860. Twelve judges were appointed to decide between the merits of the few articles on exhibition. Even in those days the directors had an eye to business and enlivened the days by engaging the services of a Highland piper and the St. Thomas brass band. The second exhibition was held in the same place. A total of $300 was offered in prizes, a decided increase over that of the previous year. But it was felt by the residents of Dunwich, and particularly by the people of Wallacetown, that New Glasgow was not the central spot for holding what promised to be at that early date a prosperous institution and that it must be moved to its eastern rival. The people of Aldborough were against such a change and strongly insisted on the fair remaining where it had been originally established. There was no suitable ground at the eastern rival, but it was decided that the fair must move. On the day of the annual meeting at New Glasgow, the stalwart residents of Dunwich and Southwold invaded Aldborough in droves and elected their own officers. This move took the people of Aldborough by surprise. The minutes of that meeting certainly indicated the ill feelings that existed between the rival factions. George McBeth was elected president by a show of hands, and also in a poll by a majority of 132 votes. A poll was demanded by Aldborough for every officer, but was refused by the chairman. At the next meeting the fair was changed to Wallacetown, where it was held from 1862 to 1866. The Aldborough faction was determined that the fair should return to its home and apparently packed the annual meeting and elected the majority of the officers from that township. The fight was of short duration. After one or more exhibitions at the waning village of New Glasgow, the fair returned to Wallacetown in 1868, where it since has remained. Five acres of the fairground were purchased from J.L. Pearce with an additional five acres purchased later.

This is from the recollections of Samuel McColl, who was the clerk of the fourth Division Court at Dutton and who died in 1914. "Yes, there was genuine fighting between the people, and it wasn't confined to fair time nor to a settlement of the fair question."

He recalled the several brawls the factions plunged into at various times and then he went on, "The leaders were the Nellie family, from Largie, and the Thompsons and everybody joined with one side or the other. The fighting was especially in earnest at the militia camps. I remember one camp was held at Coyne's Corners, where there were two hotels, and the Aldborough men went to one hotel and the Dunwich men went to the other. The Aldborough soldiers had brought a fine silk flag, and it was rolled up and left outside of the hotel. While they were inside drinking, their rivals put [a] cut in it so that when it was unfurled it was in ribbons. Then there was trouble. Challenges were issued and two powerfully built men, Thompson and McKellor, volunteered to sustain the honor of their respective companies.Finally the men joined in the fray and blood would surely have been shed only the losing side mounted their horses and fled.

"There were many such fights, but no one seemed to get killed or hurt very badly. One I remember [was] one of the Nellies—Dugald Nellie—getting in a fight with another big fellow named Black. In the melee Dugald hit his opponent over the head with a rail and for a half an hour the man didn't breathe. They carried [him] to the fence and finally Black recovered much to the relief of Dugald, who was afraid that he had killed him.

"Men in those days had great strength and you would have thought so if you had seen that at a logging bee. In those days they had bees for everything—it was all one big happy family. Well, when the oxen were drawing heavy logs, I have seen those sturdy fellows impatient and, striving hard, they would not wait for the oxen but would pick up a log and carry it themselves."

Like Walter Stansell of Kinglake, Samuel McColl had great respect for oxen and he commented upon their sagaciousness. As soon as they heard the rattle of the chains they were off and knew exactly where a log was to be taken.

Here again Samuel McColl talks about the bees and the whiskey. "In the old days, no bee was successful without plenty of whiskey. And it was good whiskey that was sold for twenty-five cents a gallon. But one day there came a change — temperance societies were being experimented with. Some of the farmers joined and among them was a North Dunwich man who had a raising that summer. He resolved to force his opinion upon his neighbours and the customary liquor was absent. As soon as the men found there was no whiskey, they mutinied. It was too dry work, they said, and they quit.

"My brother, Duncan, was captain of one side and he suggested that they do their half of the work, anyway. Well, the men fell in line for him and then the other side went to work. After that the whiskey [was] cut out of bee after bee until finally nobody wanted it. I didn't know that the whiskey did them any harm because they [worked] so strenuously it offset the effects of the liquor. They all had a good [time] and the women folk joined in the housework and great suppers were prepared and the bee ended with a dance."

McColl, of course, remembered when whiskey was sold on the fairground at Wallacetown, but it caused a lot of trouble, more than at the bees. The most obstreperous were locked up in the Wallacetown town hall.

General Store Operator Retires After 29 Years

1966

WALLACETOWN (West Elgin Bureau) — A man who feels that the general store is "one of a dying race", is retiring from the business after 29 years of service in Wallacetown.

A. C. White remembers the days when customers used to sit around the pot - bellied stove he had in the centre of his store and local "gossip - groups" would sit and talk for hours.

He started the store in 1937, occupying only half of what he now has. And it was rented. A few years later he rented the other half of the building, and now he owns it all.

"But the trend today is more to the self - serve store, away from the service stores," Mr. White says. "My general store is among the last of these."

Right now Mr. White is in the middle of a closing sale and on Sept. 30 he plans to close and sell the building. "That's almost an anniversary," he remembers. "We opened on Sept. 27, 1937."

The building itself is close to 100 years old. Basement foundations are about two feet thick. When Mr. White first moved in the upstairs was leased to Masonic and Forester Lodges for meetings. He also found a lease in the safe dated 1887 for the Cameron Lodge.

In one part of the store there are boxes of stock. The other part is the selling side and the shelves are piled high with anything and e v e r y t h i n g from watches to cornflakes to clothes and baseball mitts. "Its simply an old - fashioned c o u n t r y store."

"It's not an easy store to operate," Mr. White admits. "I had been a meat man all my life, but experience is the best teacher."

Mr. W h i t e was born in Glasgow and came to Canada in 1920. He lived and worked in Toronto, O s h a w a, and St. Thomas before opening the store in Wallacetown. "Customers still drop in here that knew me when I was in St. Thomas."

What will he and his wife Mona do after closing the store? "I intend to live a day at a time. I'm going to rest and possibly do some travelling, but nothing definite yet."

Business through the years has been steady and good, he says, w i t h excellent support from his neighbors. *1966*

In 1940 these were Wallacetown's business establishments:

Cameron, John A.	General store
Cusack, Miss E.E.	Grocer
Davey, S.H.	Garage
Leeming, E.	Blacksmith
McIntyre, Mrs. Andrew	Confectionary
Turville, George	Chopping mill

Forty-two years later, we see the following:

Arvebo Meats	
Dietrich Drainage Contractor	
Wood, Alvin J.	Elgin Motors
J. & C. Variety	
Hrydiw, William	Service station
Shelley Bros.	Sawmill
Pfaff, Wallace	Variety and grocery
Wallacetown Small Engines	

Schools and Churches

Angus Gunn was interested in the establishment of a school. One was erected near Love's Cemetery, west of Coyne's Corners on the Talbot Road, in 1828. This school was destroyed by fire in its first quarter. The first teacher was Duncan McKillop, father of Duncan McKillop of West Lorne. After the fire classes were held in a log cabin on George Gunn's farm for the balance of the quarter. A log building on Lot 6, Concession 7 on the south side of the Talbot Road was used next as a school. This land was later owned by Henry or Harry Garbutt and the schoolteacher was James Campbell. Campbell had an unusual way of punishing the lads who became unruly by sending them to the nearest creek to bail it out. This log building was used until 1831 when another building on George Gunn's farm was put to use for eleven years. The first teacher in this case was Abraham Lehigh. He was followed by Thomas McColl, Eustace Ladd, Hugh Gunn and George Matheson. During the Rebellion the old school was used by soldiers as a bivouac and on some occasions for religious services by Reverend Alexander Ross. In 1842 a new school was built. During that same year the government gave Angus Gunn, Sr., Angus Campbell, Sr., and Oman Ladd the authority to examine teachers. The log school was replaced by a frame one in 1865. In 1879 it was moved north of Coyne's Road between Talbot and Silver streets. This school was replaced by a brick school in 1898 and is now used as a residence. The brick school was located two blocks north of the corners behind Mrs. McColl's house, east of Currie Road. It was dismantled when the new school was opened south of the corners in 1923. The first frame school was erected in 1850 and was damaged during one of the fires. It was renovated and was used until a new two-storey brick school was erected. The old school was later moved to Dutton and converted into a dwelling after it was placed on what was to be the right-of-way of the Pere Marquette Railroad. It was moved again in 1900. By this time it had become an eyesore and when it went up in flames, some people were satisfied. Some of the teachers in the past were John Graham, Donald Gunn, John McIntyre and Duncan P. McColl. Duncan P. McColl was born on the second farm east of the Baptist Church on No. 3 Highway and became a distinguished athlete before 1893. He obtained his B.A. from the University of Toronto in 1892. He became the superintendent of education for Saskatchewan. He obtained his L.L.D. from the University of Saskatchewan and became the registrar of the University of Saskatchewan in 1907. When he retired he took a law course for his L.L.B. For years Wallacetown was the high school district of West Elgin, which was changed on January 31, 1885.

The following natives of Wallacetown got their start at the Wallacetown school:

Dr. George W. Clay
Dr. William Crehen, son of a ditcher, William Crehen
Dr. Neil Gunn, son of Kate and Benjamin Gunn
Dr. Robert Kelso, son of Reverend D. Kelso
Dr. Thomas H. McColl, son of Sarah McColl. Born in 1875. Became a
schoolteacher and medical doctor and practiced in Tilbury. Died in 1944.
His daughter married Dr. F.S. Ruston of Hamilton.
Dr. Malcom Graham, son of John C. Graham
Dr. Lorne Graham, son of Moses Graham
Dr. Amos T. Ripley
Dr. Daniel G. Revell
Dr. Duncan Gow, who moved to Grenville in 1866
Dr. Sydney Lucas
Dr. William E. Gibson
Dr. George Ruthven
Dr. William Backus, son of William H. Backus
Dr. D. McKillop
Dr. P.M. Mann, who in 1858 located in Aylmer
Dr. D.G. Ruthven
Dr. D.S. McColl
Dr. G.W. Ling
Dr. J.W. Crane, London
Dr. W.H. McFarlane, Calgary
Reverend Peter McFarlane
Walter Pearce, engineer
Dr. Joseph Hooley, Ridgetown
Dr. Hugh McDonald, Kitchener
B.B. Gunn, Conservative M.P. for Seaforth
Irvine Small, Department of Agriculture
Mr. McIntyre, a Buffalo lawyer
Sergeant Ellis Sifton, V.C.
Two Caughill boys who became Presbyterian ministers

Wallacetown Public School

William Coyne recalled the state of education in the early days of Dunwich Township. "Common schools for the children were with difficulty established amongst the early settlers of Dunwich. They had neither school house or teachers, and the want of a school was felt so sharply that when the chance of getting a teacher turned up in the person of Thomas Gardiner, my uncle, who was a man of good education, and was spending the winter with us, Mrs. John Pearce, (or Aunt Fanny, as we called her) vacated her kitchen, a room of some sixteen feet square and the school was taught in it. This was the winter of 1822-23, and it was the first school. I walked three miles, mostly through the woods and only a blazed trail at that, to attend it. Next year my teacher was a silly old Yankee named Abraham Lehigh, and the school room was George Gunn's old log shanty. He had put up a new house and left the old one vacant and it was taken for a school house for the quarter and old Lehigh and his wife utilized it for a dwelling also. Next Thomas McColl taught in the same place, and by the fall of 1825 the settlement had put up a log shanty school house some twenty by twenty-four feet on McGugan's farm, opposite our home, and a Highlander named Campbell taught the school for a quarter. The mode of supporting schools at that time and for many years after was by "rate" per scholar; each one attended being charged $1.50 per quarter, the teacher collecting his pay from the parents of the children attending or rather the mode was to pass a paper around and have the parents sign for as many as they had or could afford to pay for, until the list was large enough to pay a teacher, and then a teacher was engaged for three months, and when they could afford to run the school six months in the year they felt they were "getting up." The quarter generally began with December and closed with February."

When William Coyne returned to school in 1827-28, he attended for three months and went to school for the same period the next year, which finished his education in his thirteenth year. The gentleman recalled that Dunwich at the time was rather a backward and quiet place. People in the settlement were too poor to pay for newspapers and it was a great occasion when someone who visited St. Thomas brought home the St. Thomas *Weekly Dispatch*, which became thumb-worn very soon. The quiet loneliness was broken only by an occasional itinerant Methodist preacher who sought out Henry Coyne and his family as Coyne had been a preacher in Ireland and was a man of books and reading. The visits of these early pioneer preachers, though "like an angel's visit, few and far between," were highly interesting on both sides, as but few of the settlers knew anything of books or anything else but crops and cattle.

In 1875 a small church was erected on the corner of Gordon and Argyle streets to answer the demands of a growing congregation, which up to that time had been using the town hall as a place of worship. To tell the story of the Methodist Church of the area one has to bring in the story of the Wesleyan and Episcopal denominations. Early Methodist services were held in Henry Coyne's home at Coyne's Corners, Peter Crane's house, and the homes of Job Curtis and Jonas Page. The services were conducted by saddlebag missionaries such as Reverend John Ryerson, Reverend Ephriam Evans and Reverend Ashel Hurlburt. Wallacetown was considered a mission until the establishment of a regular church. The Wesleyan Methodists of Tyrconnell decided to have a place of worship and so in 1855 a church was erected by Anthony Conn and Robert Barr. It was officially dedicated in the month of February 1856. Prior to this they held their services in the school on the Backus farm with the first missionary being Reverend Ferguson. This was a mission until 1836, when it became part of the St. Thomas circuit. In 1854 Fingal was set off and Tyrconnell became part of that circuit. Later the church was set off again and became part of the Bismarck (West Lorne) circuit. In a few years the church became independent and joined Dutton, with one of the pastors being Reverend E. Teskey. The ministers then moved from Tyrconnell to Wallacetown, where Reverend J. G. Follis preached. The parsonage was then moved to Dutton and became the head of the circuit. The Wesleyan Methodist Church closed in 1926 and the congregation moved to

Wallacetown and became part of the United Church of Canada in 1925. Early religious services were held in the town hall in Wallacetown. In 1875 the Methodist congregation had a church erected on the corner of Gordon and Argyle streets on land donated for that purpose by Colin Henry, a hotel proprietor. In 1956 the church was renovated and enlarged with a Sunday school annex, and a new porch and entrance hall. After the renovation the church was rededicated in 1960. The building committee was under the chairmanship of Jack Campbell with Stewart West as secretary. The other members were Norman Sutton, Jack Ripley and Victor Betts. Half of the money was raised by a committee under the chairmanship of A.C. White with Norman Welsh as secretary and Morley Page as treasurer. This committee consisted of William S. McKillop, Earl Shipley and Lloyd Wigle. At the dedication the choir was led by Mrs. Norman (Margaret) Welsh. Ken Welsh, son of Norman and Margaret Welsh, also assisted in the renovation. Amasa Wood and George E. Casey gave donations of money at the original erection and the first organist was Cecelia Luton, who later became Mrs. John Blackwood.

Owen Hooley in the spring of 1982 recalled his early days of attending the old St. Colomkille Church that was located southeast of Wallacetown on Lot 17, Concession 9 of Dunwich Township. It was a Roman Catholic church erected on land donated by Mr. Hooley's grandparents, Mr. and Mrs. Michael Hooley, in 1869. The first celebration of the mass in Dunwich Township was conducted in Colonel Talbot's log house by Reverend Alexander McDonnell, Bishop of Kingston, in 1827. Mass was said in parishioners' homes until 1869, when St. Colomkille was erected. The resident pastor was Reverend Patrick Quinlan, who came from Strafford. In 1902 the present church, St. Helen's, was built in Wallacetown. The first marriage to be performed in St. Helen's was that of Terrance Lynch and Mary McCaffery on June 28, 1904. The first baptism was of James Lynch on April 19, 1903. He was the son of James and Catherine (Garett) Lynch. Father McMaster, now deceased, was pastor from June 27, 1959, to June of 1965. He was the first priest at St. Helen's to say the liturgy in English.

The origin of St. Andrew's Presbyterian Church goes back to 1852. Before that time early devotional services were held in the outdoors under the direction of Reverend John Fraser of St. Thomas. Angus McKay was made an elder of his church in 1830 and served in that capacity for forty years. After Reverend Alexander Ross, the Presbyterian services were carried on by Reverend John Talmon, who held services in the little log school. The first settled ministers were Elders D. McMillan, D. McKillop, D. McArthur, Reverend Neil McDermid, Reverend J.A. McDonald, Reverend D. Stewart, and Reverend Donald Kelso. It was under the pastorate of Reverend Kelso that the church was rebuilt in 1902. The good pastor passed away in 1916.

Coyne's Corners

In telling the story of Wallacetown, we must bring in the story of Coyne's Corners, which was just down the road. In the early years of the area, there were no grist or flour mills and many of the settlers had to take their grain to the mills on Beaver Creek in south Yarmouth Township. In one case Angus Gunn took his grain to Beaver Creek to be ground. He found such a backlog of customers waiting that he went out and earned his keep by flailing grain, which lasted for some weeks. At its peak Coyne's Corners had three hotels and two blacksmith shops. Two of the hotel buildings are still standing and are used as dwellings. The first hotel was erected by Henry Coyne in 1845. Another was erected on the northwest corner by John McGugan. Donald G. Gunn also operated a hotel west of the corners on the south side of the Talbot Road. Coyne's Corners, in the days before Tyrconnell declined, was important as there was a tremendous amount of traffic on the roads. Two blacksmith shops were located on the corners. One of them was operated by a Mr. Ritchie and the other

was operated by a Negro by the name of Rossie, who was well thought of. When trade dwindled he relocated at Dresden. The land across the road from Donald Gunn's hotel was used as a training ground for the volunteer militia down through the years. The land was owned by Daniel McGugan.
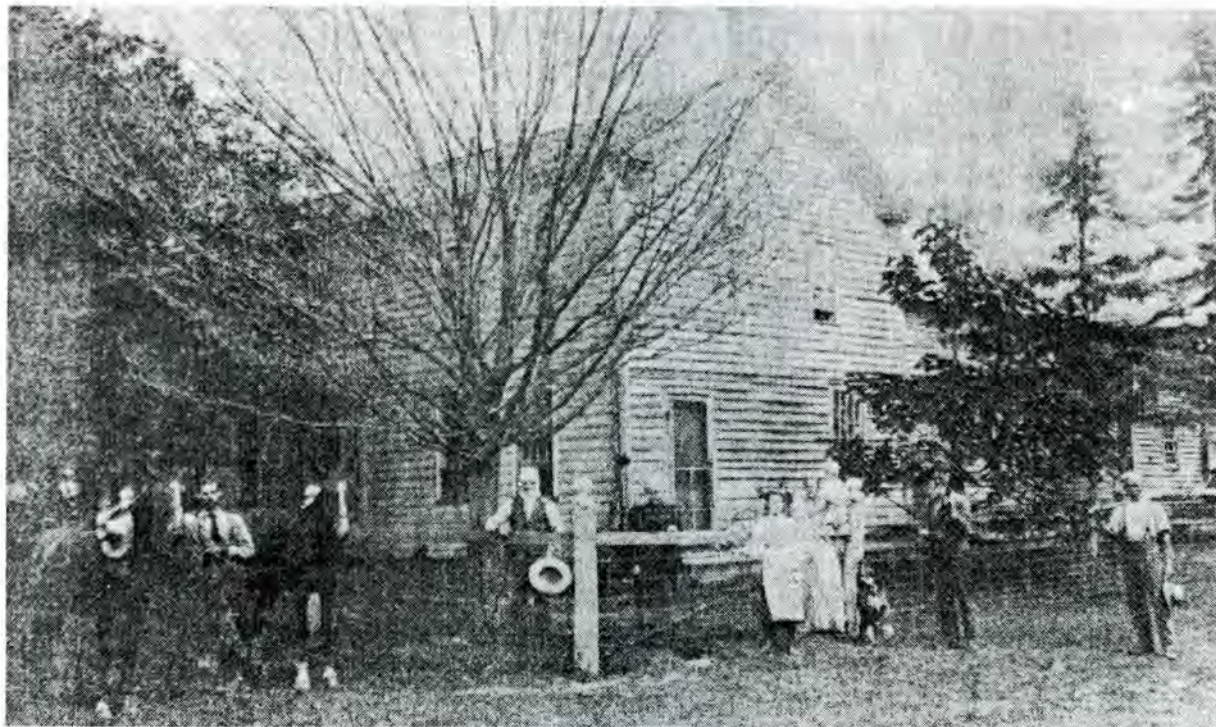
One of the early hotels at Coyne's Corners, later the residence of Humphrey Braddon.

Miscellany

This is a tale that was told by Kenneth Galbraith, professor of economics at Harvard, about Searle's hill east of Black's hill on the Talbot Road. According to local legend a treasure is buried on the site of the old hill. It is reputed to be the plunder of the American soldiers on their way to Port Talbot in 1812. One day long ago some men in Dutton became intoxicated and around midnight equipped themselves with shovels and descended upon the hill. Their efforts helped to sweat off the effects of the alcohol. No treasure was found, but who knows, it could still be there. Black's hill was named after the Black family who had their farm there and who also donated land for a burial ground. A.D. Black, Park Lane Apartment Hotel in Toledo, Ohio, stated that his grandparents emigrated from North Ruapdale, Argyleshire, Scotland, and purchased 275 acres of land in 1819 from Colonel Talbot. His father and younger sister were born and raised there; the rest of the family was born in Scotland. Black's Cemetery is located on the old farm and the departed ones were buried there. He left Canada on January 10, 1888, and resided in Detroit and Toledo.

Long ago, when the landscape was recovering from the aftermath of the last glacial period, a mastodon died in the muddy depths of a swamp south and east of the present site of Wallacetown. Thousands of years went by and the swamp turned into a peat bog where the bones of the creature that died so long ago were preserved. They were discovered by one of Alex Horkay's sons while he was ploughing a field on the farm east of Wallacetown on the south side of No. 3 Highway. The leg bones were forty inches in length with the socket joints thirty inches in circumference. The teeth from the massive jaw were as big as a child's head. The tusks were thirty inches in length. It is regrettable that the remains were taken out of the county.

WEST LORNE
(Bismarck)

West Lorne is situated on the northerly branch of the small but historic Brock's Creek in Aldborough Township on what was at one time swamp land. In the 1860s the area on which West Lorne was built was a solid block of unbroken forest. Giant elms reared their stately forms toward the heavens, and white pine and walnut were common. The moist soil was fertile ground for white and black ash, which often grew to more than 125 feet with forty-foot trunks clear of branches. Lumbering, wagon making and the railroad made West Lorne important. Archibald McKillop and John C. Schliehauf were its principal fathers. To the south of West Lorne was McKillop's Corners. At one time it boasted a general store, church, cheese factory, saw and planing mill, a school and a blacksmith shop, but at the founding of the railway town, it ceased operations and many of its inhabitants helped the new settlement to the north obtain its present prosperity.

Industry

The centre of industrial activity was in the southern portion of the town on Mill Street, where there were at one time five sawmills, all doing a thriving business. John C. Schliehauf and Archibald McKillop were the principal mill owners. Squire John Christopher Schliehauf was a stern, just and good-hearted man proud of his fatherland and proud of his birthplace in Heidelburg, Germany. He was born in 1830, and came to Canada when he was eleven years of age with his father and sister. The family first settled along the lower St. Lawrence, but after a short time decided that the lake region offered greater opportunities. Lake Erie was then largely virgin forest. Squire Schliehauf's father claimed his homestead on the north side of Mill Street, cleared a small area and built his log cabin. The Squire later acquired several 200-acre tracts, one being to the north and embracing the land where now stands the village of West Lorne. He married Anne McCallum. Although a large German settlement had developed to the west and south of his home, he chose a Scotch lassie, and love conquered the barriers of nationality. Five children were born. One son, Lewis, when a young man, took up residence in Birmingham, Alabama. Some time after the death of his first wife, the Squire married again to Sarah Ann Gilbert of Tyrconnell, and this union produced ten children. Christopher and Lewis Schliehauf were the sons of his first marriage. Otto, Gilbert, Phillip and David were born of the second marriage along with six daughters, Annie, Molly, Kathleen, Jean, Lillian and one who died in early childhood. Molly and Annie later married and lived in New Jersey. As West Lorne grew, the Squire divided more of his land into lots, laying out the streets and naming them after his children and close friends. The mill was moved to West Lorne in order to be close to the point of shipping. Christopher and Lewis, children of the first marriage, were in charge during the latter years. John Christopher Schliehauf passed away in his eightieth year on July 13, 1910.

No less prominent than Squire Schliehauf were Duncan and Archibald McKillop and the McCall brothers, Thomas and Samuel, who cleared some land from West Lorne through to their mill and the Graham Road. Archibald McKillop, son of Duncan McKillop, was born in Aldborough Township in 1826. He helped his father to clear his land as a boy, and in doing so became an expert axeman who could cut four cords of wood a day. He and his brother and two other neighbours took out a contract to complete the Graham Road northward through

the site of West Lorne. Young Archibald married Mary McKellor of Lobo Township and by this union had six children. They were Archibald, Jr., Duncan A., who later became a doctor, John, Daniel, Hugh and Isobella.

In 1857 Archibald McKillop, Sr., built a sawmill. In the beginning the newly-felled trees were drawn to the mill by long teams of horses and oxen, but in 1872 the Canada Southern Railway projected a long spur into the timberland. To his sawmill McKillop added a grist mill. In 1884 he built a planing mill. It was successful and the area became an important settlement. The Pere Marquette Railway laid tracks in West Lorne. McKillop then modernized his mill, but in 1903 the grist mill burned to the ground and so a new mill was built and equipped with modern machinery. The strain became too much and McKillop's health began to fail. In 1893 he died.

Archibald McKillop, Jr., was born in Aldborough on September 13, 1857. He joined his father in the milling business and when he was eight years of age, he could handle a logging team. He worked in the mill as a sawyer and became known as the best blade-handler in the mill. In 1890 he took over his father's planing, saw and grist mills. The firm became known as A. McKillop and Son Ltd. In 1904 he organized the West Lorne Wagon Company, which he operated for a short time and then sold to William Milner, who with his son John took over in September of 1904. Archibald McKillop, Jr., kept the mills going until 1920. Then he retired to St. Thomas and lived at 18 Farley Place where he died on April 3, 1940, at the age of eighty-two. He married Jennie Ballah, who came from a farming family in Dorchester Township. They had two children, Mrs. Douglas (Mary Evelyn) MacDiarmid of New Glasgow, and Vernon A. of London, Ontario. The mills were carried on by his three brothers John A., Daniel and Hugh C.

John A. McKillop was born in 1861. He was educated in Aldborough and furthered his education at St. Thomas Collegiate. From there he enrolled in the University of Toronto where he matriculated as a teacher. He entered the University of Kentucky, graduated in 1885 and returned home in 1886 to work in the office of his father's mill and operate the West Lorne Stock Farms for shorthorn cattle and horses. This stock enterprise was successful and in 1917 the brothers sold out and carried on with the lumber trade. John McKillop married in 1895 to Sarah J. Ferguson, daughter of John Ferguson of Eagle, who came to Upper Canada in 1818. Archibald McKillop, Sr., and John Ferguson had lived side-by-side in Argyleshire, Scotland. It was ill health that forced him to come back to Ontario. He was secretary-treasurer of the mills for fifty years. He died in 1937.

Daniel McKillop was associated with his father and brothers in the mills and at an early age he learned to handle the axe and to operate any one of the mills. When his father died he became president of the concern and operated two splendid farms in Aldborough Township. He was several times reeve of West Lorne and served on county council. He married Selena McQueen, daughter of Dr. and Mrs. Richard McQueen of West Lorne and the granddaughter of Colonel James McQueen. This union brought forth three children, Marian, Archibald and Isobel. Malcom McKillop, son of Daniel McKillop, was a blood relative of the McKillops of West Lorne and St. Thomas. He was born on September 3, 1871, at his father's homestead on the Talbot Road, where his father was born in 1832 [sic]. His mother was Nancy McKellor before her marriage to Daniel McKillop. Malcom received his education from the local school and graduated from the Dutton high school. He then went to work on his father's farm, where he remained until he was thirty-three years of age. He left the farm and became manager and director of the West Elgin Milling Company, where he remained for three years. Then he resigned to form a partnership with John B. Ferguson in the McKillop and Ferguson Hardware Company in West Lorne. In 1914 he broadened his scope of activities by entering the

fishing business at Eagle. He married Margaret Ferguson, daughter of John and Elizabeth (McCallum) Ferguson, in 1903 and had two children, Annabelle and John Douglas. Daniel's brother Hugh C. was born in West Lorne on November 26, 1872. He was associated with his father and brothers in the milling business for many years. He combined this business with raising stock and became a leading farmer in the tobacco industry. He was a Conservative M.P. for the area. He was also reeve of West Lorne, warden of Elgin County and member of Parliament in the same year. He married Norma Sherk, daughter of J.C. Sherk of West Lorne, and had two children, Ronald and Lionel. He was member of Parliament from 1921 to 1926. He died in November of 1937.

The early McKillop sawmill was located on the northern branch of Brock's Creek. It was built in 1856 and had a vertical saw blade that was powered by a waterwheel. This power system was replaced by steam. The settlement, which was three-quarters of a mile south of West Lorne, became known as McKillop's Corners. It was at this early mill that the McKillops cut chestnuts and whitewoods that measured four to five feet across into deals for the British market. The deals were wagoned down to Eagle, loaded onto schooners and taken to Buffalo. The McKillops obtained $9 to $10 per thousand feet for them. The next mill, which was steam-powered, was destroyed by fire in 1864. It was rebuilt on the site and operated until 1884. Then it was relocated in West Lorne near the railway. To facilitate the shipping of timber at Eagle, a narrow, deep-rutted road was cut into the steep banks of the narrow gulch that led down to the water. A wooden dock was built out into the lake to a length of one hundred feet so that four vessels drawing up to fourteen feet of water could be accommodated at one time, as they often were.

The Pere Marquette Railway station in 1982.

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Once the Canada Southern Railway became a reality, West Lorne forged ahead rapidly. Settlers through to the lake looked to the north instead of the south. The centre of interest shifted, and the direction of business reversed and pointed to the new lodestone. West Lorne got a post office in 1872 (the same year the railroad was put through) with Duncan McKillop as postmaster, a position he held for nearly half a century. But though the village had a good Scotch name, the name of the railway station was Bismarck after the famous Prussian statesman. It was an astute victory for Squire Schliehauf. Not without cost, to be sure, but the Squire paid willingly. As soon as the railway company decided there should be a station at West Lorne, the Squire entered into an agreement whereby he deeded to the company twenty acres of land in return for having the station called Bismarck. For many years mail went to West Lorne post office, Bismarck station. Shipments often went astray and ended up at another place named Bismarck, near Grimsby. As a result of the confusion, Archibald McKillop suggested to his ancient rival that they effect a compromise by dropping both names and choosing one upon which they both could agree. The Squire remained adamant. Bismarck it was and Bismarck it would remain. After a carload of freight went to the wrong Bismarck and was unloaded while the railroad company was vainly endeavoring to trace its whereabouts, the company unceremoniously dropped the name Bismarck and since that day in 1907 it has been West Lorne station and West Lorne post office.

The name "Lorne" came from the Marquis of Lorne, the popular son-in-law of Queen Victoria, who in turn got his title from the district of Lorne in Argyleshire, Scotland. Soon after the village was named, the Marquis became Governor-General of Canada and in 1878 with his gracious wife, H.R.H. Princess Louise, visited St. Thomas. He did not go to Lorne to see the village that was named after him, but nearly all the Highlanders of that district came to St. Thomas to attend the reception. The site of Lorne was to a certain degree low and swampy and hence the name was no misnomer, for the meaning of the Celtic word is "low land." This became quite evident when the railroads laid tracks in the area. In some cases they had to lay a corduroy of logs for the track, the logs having to be chained together to prevent them from wandering. Upon this corduroy was placed the ballast for the tracks. Nevertheless the steam locomotives shook the track formations loose until the swamps were drained. An old-timer recalled when Main Street was impassable in the spring and fall. A traveller was wise, if he was travelling west, to take the woodland road, coming out on Back Street. Those who were travelling east were wise to travel through the woods on Chestnut Street, cross Back Street and continue along the ridge, beyond which was a swamp. South of Jessie Street, on the east side of Graham Road where it intersected Main Street, was a bog hole.

In the 1880s there were great changes in West Lorne. By this time the great swamps south of the village had been cleared, the back streets had been corduroyed and gravelled, and the stave mills were in full production. W.S. Morden and Squire Schliehauf had a mill on the north side of the village. Morden came to Canada in 1872 and first settled near Tyrconnell, then moved to West Lorne and erected a fine sawmill at the north end of the village. It was destroyed by fire and later rebuilt by the Schliehauf brothers, who after a number of years sold out to the Vansickle or Vansycle brothers in 1893. The latter came from Lawrence Station. The first planing mill was founded by James Leslie, who later sold out to Campbell Kirkpatrick. The mill went up in flames several years later. Kirkpatrick then became a grain dealer and sold insurance. It was about this time that Thomas E. Montague opened a bending factory, which proved to be a success. He was an inventive man and in no time he made a machine that would bend twelve pairs of shafts at one time. He afterwards built the public school in West Lorne and was one of the founders of the West Lorne Canning Company. In 1876 John Campbell erected the West Lorne Stave Factory. This mill was later sold to the Waugh brothers of Chatham. It was located on the corner of Hughes and Munroe streets

on the property through which the C & O Railway now runs. At the end of three years the mill was destroyed when a boiler exploded and set fire to the building. It was later rebuilt. There was such a great demand for bent goods that the McKillop brothers decided to go into that business.

CHOICE HAND PICKED APPLES PACKED EXPRESSLY LORNE BRAND
FOR FAMILY USE AND ARE WARRANTED TO POSSESS NATURAL FLAVOR
EMPTY CONTENTS OF THIS CAN INTO A DISH AS SOON AS OPENED
THE WEST LORNE CANNING & EVAPORATING COMPANY LIMITED.
WEST LORNE ONTARIO.

PRESERVED BLACKBERRIES PACKED EXPRESSLY LORNE Brand
EMPTY CONTENTS OF THIS CAN INTO A DISH AS SOON AS OPENED
FOR FAMILY USE AND ARE WARRANTED TO POSSESS NATURAL FLAVOR
THE WEST LORNE CANNING & EVAPORATING COMPANY LIMITED.
WEST LORNE, ONTARIO.

One of West Lorne's leading industries was the canning company. It is strange and sad that the life of James A. Fuller, and the main interest of his life, the canning company, both came to an end in 1927. That year Canadian Canners closed its factory operation in West Lorne. The original canning factory was founded by Thomas E. Montague in 1890 and the frame buildings were erected under the direction of John Campbell. Campbell employed Duncan and John Gillies, John Templeton and Wellington Trigger. This was just one of the many buildings constructed in the area by John Campbell. The buildings were erected in 1892. The cans were made by J.T. Lemon, Fred Hutchinson and Fred Bainard. The processors, according to John Bole, were Charles Bartlett, J.M. Bole, R.B. Barlow, C.C. Robinson, Joseph Froom, R. Welsh and A.G. Stonehouse. The managers were Matthew Moore, J.A. Fuller and Benjamin Partridge. The board of directors was made up of A. McKillop, president, W.J. Clark, secretary, Dr. W. Brock, E.R. Mogg, Edward Cahill, Benjamin Partridge, T.E. Montague and J. Spencer. They were followed by John Taylor, Anne McKillop, R. St. C. Henderson, S.A. Morrison and W.R. Campbell. In 1896 a warehouse was built across the street from the factory. In 1904 William McLandress and sons had the warehouse moved and used it for seed grain storage. In 1899 Thomas E. Montague sold the cannery to the West Lorne Canning and Evaporating Company. Dominion Canners took over the factory in 1910 and improved it by building a large power plant and processing building. Fire struck on April 1, 1925, and things were never the same again even though the plant was rebuilt. It is said that competition closed the factory in 1927. The old brick warehouse still stands and is used as a laminated flooring plant by Rigsby and Milner, who purchased the Canadian Canners buildings on January 16, 1963.

Businesses

Because of the poor condition of Main Street, there was much doubt about it being part of the business section, but that was settled when Cyrenius Oxford Lemon of London opened a general store. He was followed by other businesses, along with a hotel. In the early years, the Kemp brothers operated a boot and shoe store. Near it was a tailor shop operated by Mr. Groh. E.R. Mogg ran a grocery and bakery. A store operated by McKenzie and Calder was eventually moved from its original site on Main Street, and the building was converted into a dwelling. It had been built by a Mr. Carrol and had a peculiar rounded top front. Another early business was operated by Robert Blackwood. Robert was a merchant like his brother James and at one time was co-partner in the store in Stirling while his brother operated the wool mill in Hog's Hollow. After the mill was destroyed, he opened a general store in Fingal and later had stores in Iona, Wallacetown and lastly in West Lorne. Blackwood's store was located on the corner of Main and Graham streets. Blackwood built a beautiful residence which later became the funeral home of Prevett. One of his sons, Thomas, went to Vancouver, and when Blackwood's health began to fail, he and his wife moved to British Columbia, where he died in 1902. Mrs. A. Blackwood lived to the age of 105 and died in 1921. Her body was brought back and interred in the Fingal Cemetery in the Cameron plot. The old Blackwood store in West Lorne was built by Alexander Beaton. Later it became a cafeteria and eventually Gibson's poolroom. That same building is now located across from the Canadian Legion.

Robert Blackwood had seven sons, James, Donald, John, Robert, William, Thomas and Alexander Duff. The seventh son, Alexander Duff, had remarkable psychic powers of healing and many were brought to him so that he could lay his hands on them. Unfortunately this young life was snuffed out when he drowned. He was buried in the northwest section of the Fingal Cemetery where a broken headstone marks his resting place. Mrs. Blackwood was Miss Cameron before her marriage in 1838 to Robert Blackwood. Her father was the son of Angus, brother of the Duke of Argyle. She came to Canada with her brothers and sisters on the sailing vessel *The Lady of the Lake of Glasgow*, and spent the winter of 1836-37 at Port Rowan. Early in the spring of 1837 the little party loaded their belongings and headed west and north for the farm they purchased near Fingal. It was in the following year that she met and married Robert Blackwood. They were married in the old Presbyterian Church in Fingal. Mrs. Blackwood's sister married Reverend Donald McKenzie, the first Presbyterian minister in Canada.

The McPherson brothers had a large department store where the C & O tracks are today on the east side of Graham Street. Duncan and Dougald McPherson were great buyers in the wood market. When the wood was well seasoned, they kept two men and a dray busy all summer long loading the wood, and although many cars were shipped daily from the yards, it was not all lifted until late fall. The first hardware in West Lorne was opened by William Potts north of the tracks. Fred Mettam's hardware was on the east side of Graham Street opposite the present Huver Hardware. After a few years Mettam sold his business to Joseph Westcott, who operated the store until it was destroyed by fire in 1898. The store was then located in the Andrew Streib Block. After the fire of 1899, new buildings were erected on the west side of Graham Street and Westcott moved to the west side of Graham Street. He eventually leased his store to Benjamin Partridge and his son John. Partridge had a section of his hardware given over to tinsmithing and he hired Jacob Miller to look after that. On March 1, 1906, Malcom McKillop and John Black Ferguson purchased the building and took over Partridge's lease. Before this McKillop had been the manager of the flour mill and John Ferguson was a farm implement dealer for McCormick-Deering. (Malcom McKillop married into the Ferguson family.) Right from the start the business was a success and soon Richard Waite and Quentin Durward were hired as tinsmiths. In 1942 Malcom McKillop died suddenly and the business was carried on for a short time by his sister, Tena McKillop, until

the business was sold to John Campbell. Campbell was assisted by his wife, Thomas Dymock, Irene McLennand and Robert Evans. The business was in operation until 1945. Then Campbell took into partnership Allan Craig. In 1947 they sold out to Peter Kemp and Basil Fisher. The hardware business under Kemp and Fisher became known as the Crest Hardware. They in turn sold out to the Huver brothers. The hardware is now known as Home Hardware. After leaving the hardware business, Campbell and Craig became general conveyancers and sold insurance and real estate. Allan Craig later became the village clerk.

The first bank in West Lorne was a private bank operated by the Skinner brothers in the McKillop Block, which was destroyed by fire in 1900. The Skinner brothers sold real estate and insurance and were licensed auctioneers. The fire of 1899 wiped them out. West Lorne was without a bank until November 12, 1903, when a branch of the Merchant's Bank was established. This bank later amalgamated with the Bank of Montreal. The only industrial concern in the village when the bank was formed was the West Lorne Canning Company. Later it was taken over by Canadian Canners Ltd. The first paper appeared in 1891 when Mr. Colwell of Mitchell came to West Lorne and published the West Lorne *Herald*. It was a smart little paper full of local news that appealed to all for many years. The weekly was taken over by John A. Cameron, principal of the West Lorne public school, about 1894 and carried on under the name West Elgin *Pilot*. Today's paper, the West Lorne *Sun*, is published by Mercury-Sun Publications with Lynn Lashbrook as editor. The first railway station was built on James Street west of the corners and a meeting hall built by Mr. Trigger. After a time the people found it was not central enough and so relocated the station a little further eastward. W.A. Becker became the station agent in 1891 and served in that capacity for twenty-nine years. He was promoted to St. Thomas. As I have already stated, Duncan McKillop was the first postmaster of West Clayton and West Lorne and remained the postmaster until his death in 1919. Dutton and West Lorne were at one time (for a month) known as West Clayton, but in July of 1873 the name West Clayton was dropped for West Lorne. After Duncan McKillop's demise, the postmasters were W.J. Wakeling, Clifford A. Hall, James P. Scott, Irene Telford (who assisted Scott, was promoted in 1916 and remained in the office until 1958), and Mr. Freele. When Duncan McKillop was postmaster, the mail was carried for two years from Eagle, where the Talbot Street stagecoach dropped it off. At first the mail was carried on horses by two boys, John G. and Duncan McKillop, but when March came these twelve-year-old boys had to get to work and so John A. McKillop, who was ten years old, assumed

the two-year contract, which paid $60. Mr. Garlick became the mail contractor in 1872. He owned the Robert Blackwood farm in later years. It was located where the funeral home is now. One of the old-time carriers was William Bale, who died in 1924. The old town hall was erected in 1888 on Victoria Street (now Jane Street). Its primary function was as a town hall, but in response to a proposal submitted November 14, 1877, outlining the need for a lock-up, a portion of the building was set aside for a jail. The building was built jointly by West Lorne's McColl Lodge and Aldborough during the reeveship of J.J. Stalker. It served its purpose well for many years. The Masonic Lodge for years held its meetings in the Lemon Block and in 1979 moved back to the old town hall.

We in the past were always warned to never place all our eggs in one basket and this warning can apply to placing too many important offices into one block of buildings. In 1886 A. McKillop and his sons envisioned having a brick block erected in West Lorne on the east side of Graham Street. Everything was taken into consideration except loss by fire. It was a magnificent brick block almost four storeys high with a mansard roof. When it was finished everyone wanted to take advantage of the facilities. P.J. Lindenman located his general store there along with E.C. Harvey and his drugstore. In the same building was the office of Dr. Eaton and later Dr. D.F. Webster. Philip Schmelz, bailiff, moved his office from Mill Street to the building. (Incidently John McCallum was the first bailiff of West Lorne and he built the first residence on Graham Street.) A.N.G. Black of Dutton, who was the new clerk, located his office in the same building. The upper floor was a large public hall and was used by the Foresters, Odd Fellows, Sons of Scotland and Royal Templars. All was lost, however, in the fire of 1899.

West Lorne, summer 1918. Note that Graham and Main streets are gravelled.

Fire, of course, was the biggest enemy that a village had in those days. It only took a spark on a windy day to change the face of a village. West Lorne was no exception, where overnight some of the best buildings were destroyed. This constant threat prompted Duncan and Hugh Carmichael to do something about it. Hugh Carmichael, seeing how difficult it

was for those who were fighting fires on the second floor of a building, invented a portable gas-powered water pump that could be pulled along the sidewalk to the location of a fire and pump water to the roof of a burning building, which before was out of reach of the bucket brigade. At the time Mr. Wimmer had a foundry in which he turned out plough points and agricultural castings. In 1904 he sold out to Hugh and Duncan Carmichael, who converted the foundry into a welding shop and automobile garage called West Lorne Motors. Since the automobile was just coming in, it was natural that the services of Hugh Carmichael were in great demand. In 1913 the brothers had to enlarge their facilities. By 1914 they had sold thirty-four cars. On the side they began to make farm tractors. By 1917 they had a large business going and their products were sold around the country. I saw one of their fire engines at the agricultural museum in Stratford. The fire department was organized in 1930, two years before the first fire engine arrived. Before that time West Lorne had to rely on the fire departments of Rodney and Dutton. Aldborough Township purchased a modern pump truck that carried 500 gallons of water and based it at West Lorne to fight fires in the eastern part of the township with the understanding that the fire engine be used for village fires, providing the village housed it and provided volunteer firemen to man it. When I first did research around West Lorne, there were still some people who recalled the disastrous fire of January 6, 1898, which took down the buildings on the west side of Graham Street. The fire went out of control because it was beyond the efforts of the bucket brigade. Another fire occurred on December 30, 1899. This time the other side of the street was destroyed. In 1911 village council proposed a water system for fire protection and other purposes such as supplying local industries from the Michigan Central Railway pond south of the village. This was turned down by the people. One of the biggest fires, which was fought by the fire departments of Rodney and West Lorne, was the burning of the cannery in 1925. On September 30, 1926, the Mogg Block on the east side of Graham Street was destroyed. A series of fires occurred on a November weekend in 1963. The Milner-Rigsby warehouse, formerly the McLandress elevator, burned to the ground. On Saturday morning West Lorne Industries, owned by Jacob and James Buttinger, was destroyed with a $40,000 loss. It was the work of an arsonist. On Sunday morning the Campbell Block was gutted and Frank Welsh lost his life. On February 22, 1965, the sawdust bin of Erie Flooring ignited due to spontaneous combustion. It was also thought to be the work of an arsonist.[1]

The old town hall and lockup.

At one time West Lorne had a desperate need for water. It seems strange to some that this should be the case. The site was originally part of a large swamp, but as time went on the swamps were drained. As the population grew, so did the need for water for drinking and for fire protection. In 1931 Bylaw No. 332 was passed by council for the installation of a waterworks system, but it was defeated by the people. The village relied on private wells and water from the Michigan Central Railway pond to meet its water needs until a study by the Department of Health proved that 92% of the wells were polluted. In 1932 Bylaw No. 340 was passed and this time the people voted for it. In 1936, a dry year, the M.C.R. pond was almost empty. This made the people realize how perilous the situation was in case of fire. Bylaw No. 409 was passed on December 26, 1936, the authority for it being a mandatory order from the Department of Health to provide for the installation of a waterworks system in West Lorne. After an exploratory search for water, the authorities turned to Lake Erie as the most reliable source. A pump and filtration plant were subsequently established south of Eagle. Ironically a bylaw was passed in 1911 by village council for the installation of a water-works system, but nothing was done about it until 1939. Before that time the only fire protection came from the M.C.R. pond, which had a pump station that housed two large gasoline-driven pumps that were also used to fill the track pans of steam locomotives. In 1980 Simon Wood Company was engaged to extend the sixteen-inch pipe from Eagle to West Lorne. Most of the water coming from the pump house was transmitted through a sixteen-inch pipe to the No. 3 Highway. From there the ten-inch pipe crossed under Highway No. 76 and then went northward to West Lorne. The ten-inch pipe was replaced by a sixteen-inch supply pipe. Eagle and the residents along No. 3 Highway received their water from the sixteen-inch pipe. In 1978 the pump station at West Lorne was modernized and in 1982 West Lorne P.U.C. un-veiled a new water treatment plant. At one time the total horsepower was ninety. By now it is 400 and is sufficient to take care of the needs of Glencoe, Rodney, Dutton and West Lorne. In 1969 a concrete standpipe with a capacity of 160,000 gallons was built. West Lorne received its water in 1939. Dutton and Rodney received their water in 1945 and Glencoe its water in 1981. The West Lorne Public Utilities is managed by Perry Willits.

The West Lorne Memorial Community Hall was built in 1929 on the site of the Roome Hotel. It houses the municipal offices and at one time accommodated the post office. There is an auditorium on the upper floor. At the rear is the local fire hall and a branch of the Elgin County Library, built by the McMillan brothers. When Archibald and Duncan McMillan died, they left $7,000 for the erection of this library, which originally was a small frame building. At the rear of the community hall one can see the water tower that was erected in 1939. (In the early days water pressure was maintained by the large water tower at the Seamen Kent Flooring factory.) Inside the community hall is a memorial tablet erected in memory of the men who gave their lives in the First World War. Due to the drowning of a West Lorne boy while skating on the Michigan Central Railway pond, a public meeting was held at the community hall on October 25, 1942, to plan ways and means to build a skating rink. The meeting was called by Norman Thomson, who was then the president of the businessmen's club of West Lorne (Chamber of Commerce). It was decided on August 25, 1943, to obtain an option on Daniel Clark's farm with the intention of reserving fourteen acres of land for a park and selling the rest of the property. Before the option was up, the property was purchased by Henry Miller, a West Lorne businessman. A meeting was held at the Bank of Montreal on September 20, 1943, and Miller donated the land for a park. For this generous act the people of West Lorne placed a bronze plaque at the entrance of the park in 1958. For a time it was just an open skating rink until enough money was raised to purchase one of the hangars from the closed air gunnery school at Fingal in 1948. West Lorne received a $400 rebate from the government and the hangar was converted into a 180' x 80' arena. On February 24, 1949, the people of West Lorne and district witnessed the cutting of the ribbon by Henry Miller at the official opening of the arena. The arena served the community for twenty years. Then

the local people raised $100,000, which together with a grant, enabled the construction of a new arena in 1969. The old arena was operated under the direction of the Athletic Association that was headed by Dugald Carmichael. The park's first officers were installed by Norman Thomson. U.W.A. Jordan was president, A.S. Craig secretary, and I.G. Robinson treasurer.

Names on Memorial Tablet

The following inscription and names are embossed on the memorial tablet in the main entrance of the hall:

1914—1918
In Proud Memory of the Men
of West Lorne and East Aldborough,
who gave their lives
in the Great War

1915
Archibald J. Templeton.

1916
George A. Garlick.
Archibald R. Humphries.
Melrose E. Frederick.
George Alfred Hobbs.

1917
William John Brock.
David Nelson Meteer.
Charles Kelly.
Charles S. Meteer.
Lawrence F. G. Bole, M.C.
Herbert J. Leitch.
Richard Skillings.
William H. Jacques.
Charles C. McPhee.
William Herbert Ross.

1918
Lloyd Archibald McPhee.
James Ledran Penrose.
Gilbert Boyd Erskine.

In 1900 the idea of illuminating homes and places of business with a clean and safe method known as electricity caught on in West Lorne and the West Lorne Electric Light Company was formed. Two of the prime movers were Mr. McKillop and his son, who supplied the power from the boiler in their grist mill, which stood on the site of the present Elgin Co-Op. In 1901 fire destroyed the grist mill and McKillop used the boiler in his sawmill as the power source. Later the Electric Company built a new power plant on the corner of Main and Argyle streets. It was taken over by West Lorne Hydro in 1915. The power plant blew up and James A. Fuller, who was the reeve at the time, took steps to install hydro. Poles were erected throughout the village to carry the service lines to the various houses and places of business on November 15, 1916. It was a grand day in West Lorne when hydro was turned on on December 24, 1916. This was officially performed on January 1, 1917. Fred Cullen was the chairman, J.S. Robertson was the clerk and H. Robinson was made the superintendent. The reeve at the time was F.B. Ferguson. By this time there were seventy-five consumers and the first power supply bill was $99.15.

Hotels

Down through the years, West Lorne has had four hotels starting with the Wilton House (later the Commercial Hotel) built by Joseph Wilton, who sold his farm on Back Street. Next to the hotel he built the Odd Fellows Lodge hall, the first lodge in West Lorne. The hotel

itself was located north of the tracks on the east side of Graham Street. Back in 1899 the hotel was threatened by fire when the stable at the rear caught fire, but it was saved by the timely action of volunteers and water from the Michigan Central Railway. The hotel went through many hands. Some of the proprietors were Mr. Sheridan, D.L. Wright and Benjamin Partridge. After Wilton sold the hotel to D.L. Wright, the latter took on as partner Benjamin Wright. Partridge was a natural hotelkeeper and it was while he was sole owner that the hotel went through many changes such as the installation of a stone foundation, a third floor and a brick exterior. In 1885 Partridge and Wright opened a new livery in the village. Partridge operated the hotel for five years and then sold it back to D.L. Wright. The hotel was destroyed by fire in May of 1912.

The second hotel was the Argyle House, an enterprise of Colin McKillop on the northwest corner of Graham and Main streets. The site is now occupied by the Bank of Montreal. According to the old-timers, Angus McMillan purchased the hotel in 1872 but it was Mrs. McMillan who had the business sense. Her husband was illiterate and could not make change. Angus McMillan had the hotel enlarged and renovated in 1888. He was the proprietor for seventeen years after which he sold the hotel to J.E. Winter of Strathroy. Winter sold it back to the McMillans two years later. In 1893 John Dykes took over the hotel and was the proprietor for two years. It was during the time that Dykes leased the hotel that he hired John Mills of Eagle to look after the bar and dining room. In 1899 Mary McMillan sold the hotel to James Wilton, who in 1902 sold out to F. Lindenman of Eagle, who operated the business for twelve years. After that the hotel changed hands a couple more times. A. Gilbert was proprietor from 1919 to 1931. The last proprietor was Frank Hay. The hotel was dismantled in 1961.

The third hotel was Roome's Hotel (first known as the Southern Hotel) built by Samuel Mogg on the southeast corner of Graham and Main streets in 1874. It served the public under Mr. Fitzpatrick and W.F. Roome. It was destroyed by fire in 1920 when the man who operated a shoe repair next to the hotel set fire to his store and left the village and unpaid bills behind him. The present community hall was erected on the old site. Before Roome came to West Lorne, he operated the Tyrconnell House in Tyrconnell.

The Elgin House hotel.

When the Elgin Hotel burned in 1911, it was a great loss to West Lorne because it was a beautifully built, three-storey, white brick building with a cupola on the roof. The hotel was built by F.J. Lindenman with the intention of using it as a general store, bank and liquor outlet. It was erected south of the railway tracks on the west side of Graham Street on the site of the McColl blacksmith shop. The site was later used for the first Bank of Montreal which is now a laundromat. Lindenman built it in 1887 and used it until he moved to the Argyle House in 1902. William McIntyre purchased the building in 1902 along with James McAlpine as a partner. After a time McIntyre purchased his partner's interest and he and his wife took over the operation of the hotel. Mrs. McIntyre looked after the dining room. It became a favourite stopping place for the travelling salesmen because the second floor had rooms set aside for display purposes. The bar on the main floor became very popular, and while the men were in their cups, their favourite pastime was to check the time of the Michigan Central passenger train called the Wolverine on their watches. The Wolverine usually hurled through West Lorne at sixty miles an hour. In the early days when the Argyle House was under the proprietorship of John Hyatt, pigs were kept in a barn at the rear of the hotel to look after the garbage disposal. When the Elgin Hotel burned down, William McIntyre, in a fit of jealous rage, drove a pig through the dining room of the Argyle House while it was full of salesmen.

Physicians

When Dr. David Fergus Webster breathed his last in 1950, he brought to a close a life of devotion to the suffering. It did not matter to him the time of the call or the state of the weather. He was born at Strathburn in Mosa Township about two miles from Glencoe. He was one of the sons of William Webster and Janet Ferguson. After a local education, he trained to be a teacher and one of his first charges was old S.S. No. 11, Aldborough, where he taught for nine months until his father suggested that he become a doctor. He enrolled in the Toronto School of Medicine in 1887, and graduated four years later. After internship he opened his practice in West Lorne and served the community faithfully for fifty-seven years.

Dr. Webster

For many years he used horses and buggies, and cutters in winter, to call on his patients throughout Aldborough Township. He recalled many incidents of having to leave a horse and cutter to plow his way through the snowdrifts to reach a patient's bedside, but he never complained. He had the first telephone in West Lorne. It was installed by the Wallacetown and Lake Shore Corporation. In 1901 he married Alice Wilton and had one daughter, Erie, who married Dr. W. J. McLean of London, Ontario. Mrs. Webster died in 1942. As a younger man, Dr. Webster took a keen interest in community work and service. Before West Lorne became an incorporated village, he served on the police board of trustees for several years. He was prominent in the Masonic Order, being a fifty-year past master of McColl's Lodge, a member of the Lorne Chapter of Royal Arch Masons, a past District Deputy Grand Master and a 32nd Degree Mason. He was also active in the United Church and served as an elder. At his death in 1950, he was survived by one sister, Margaret, of Strathburn, and three brothers, George and Charles on the old homestead in Mosa Township, and John Webster of West Lorne.

Another highly respected medical man was Dr. Amos T. Ripley, who practiced in West Lorne from 1908 to 1942. He was born in Southwold Township and was a son of Henry Ripley. He first attended school at Coyne's Corners and like Dr. Webster, first became a teacher and taught school at Iona and Coyne's Corners before entering the Toronto School of Medicine, where he graduated in 1906. His first practice was in Dunnville. After two years he moved to West Lorne, where he practiced for thirty-four years. He married Laura Liddell of Iona, and by this union had one son, Lawrence. Until 1911 he used a horse and carriage to make calls and then purchased his first automobile. He passed away on February 18, 1942. At one time he was the medical health officer for Aldborough and the coroner of Elgin. Another well-known and respected medical man was Dr. William Brock, whose story is found in the chapter on Rodney. He practiced in West Lorne from 1875 to 1916. Dr. Brock was the first reeve of West Lorne. Yet another well-known doctor was Dr. Eaton, who was faced with an epidemic of smallpox that broke out in West Elgin and threatened West Lorne. It was halted by Dr. Eaton's swift actions. He lost all his possessions when the McKillop block burned because besides having an office there, he also had an apartment. After the fire he moved to Manitoba to take advantage of the boom. He set up a successful practice in Carberry.

Schools and Churches

As years went by the need for a local school was realized in West Lorne. By this time the log school on the corner of Graham and Mill streets had become too small and a larger frame school was erected in 1865. It was a one-room affair that soon became too small and an addition was put on the back in 1880. In 1895 a wing was added to the side. The original frame school served for five years. Because of the growing student population, the village was forced to use the Trigger Hall at the west end of Main Street for a short period of time before it was lost to fire. Bainard Hall was then put into use. Meanwhile the school trustees came up with the idea of adding to the little frame school building. Some of the early trustees were Archibald Thomson, William Rose, Archibald McKillop, John Bolsby, J.H. Greer, Dr. William Brock, and Squires McColl and Schliehauf. The following teachers served as principals: W.H. Coulter, C.M. Sinclair, Neil Shaw, Edward Highley (later Reverend Highley), John A. McKillop (later a professor), M.D. Teetzel in 1889, John A. Cameron from 1889 to 1894 (also the editor of the *West Elgin Pilot*), and Hector Lang from 1894 to 1895. Agnes McIntyre of the Bobier Home in Dutton, who was ninety-five in March of 1983, recalled the old frame school she attended until she reached the age of thirteen. Mrs. McIntyre, daughter of John Templeton (one of the major contractors in West Lorne and who erected many of the fine buildings in the area), had to leave school at the age of thirteen because she was needed at home, but she recalled John A. Cameron as her principal. She also recalled her first teacher, Dama Munroe, and her other teachers, Jessie McColl, Elizabeth Cameron, Belle McIntyre, Margaret McMillan, and Hector Lang as a public school principal.

A more centralized school location became a reality when two-fifths of an acre was purchased from Dr. Brock for $440 on Main Street East. The new building was constructed by Thomas E. Montague in 1895. It was a two-storey, white brick building with four classrooms. It had a full basement and was heated by a furnace. One room in the school was used for continuation school lessons. The old frame school, which was located across the street, was sold to Mr. Churcher, who sectioned it and sold portions to be converted into residences. One portion of the old school became the residence of Joseph Wilton, 147 Chestnut Street, West Lorne. The home of John Campbell has some of the old school in it. The first principal when the school opened in 1896 was F. Milne, who had been principal of the old frame school. Other principals who came after F. Milne were J. L. Garvin 1898 to 1901, Mr. Alingham, who stayed just one year, Henry Wing 1902 to 1904, and Alexander Leith 1904 to 1907. Miss Hammond, M.D. Teetzel and F.H. Tanton filled in until 1908. Salaries in the early days were paid in cash. In 1889 Mr. Teetzel received $315 a year and his assistants received about half that amount. In 1890 the salaries rose to $500 for the principal and to $260 for his assistants. In 1928 A. D. McColl became principal of the public school and from 1931 to 1932 Mac Patterson was the principal. He was followed by E. McCurdy who remained until 1942. Allan Craig was the last principal of the West Lorne public school and he had for assistants Misses Evans, Daley and Quigley, and Mrs. Milner and Mrs. Drummelsmith. Public school attendance dropped when St. Mary's Separate School was opened.

The idea of St. Mary's Separate School was born in 1954 and the school became reality due to the efforts of Father A.M. McHugh and John Cowan. The first step was the purchase of property east of the cemetery from Alvin Brown, Patrick Collins, Joseph Pfeiffer, Joseph Weiss and Wilfred Johnson. In 1956 Father O'Donnell consecrated the building site, and Alexander Parker, a local contractor, was hired to begin construction. The completed school was blessed by Right Reverend J.A. Feeney, superintendent of separate schools, London, Ontario. Father John McMaster purchased the property of Duncan McGregor so as to enlarge the playground. The first principal was John Caruana.

In 1916 an addition was built onto the high school. The first principal was William Rogers, whose salary was $120 a month while his assistant, Fern Graham, received $98 a month. Other teachers received $57 a month. Wilfred Johnson was principal of the continuation school from 1945 until it was closed in 1951. The pupils then had to go to Dutton. Here Johnson was given a teaching job. He joined the staff of the new West Elgin Secondary School when it opened in September of that year. On May 21, 1951, the sod was turned for the West Elgin Secondary School, which was officially opened by the Honourable Dr. W.J. Dunlop, Minister of Education, on November 12, 1952. The cost of the construction was $525,000. Huron Construction Company, owned by Ernie Warwick, did an excellent job. The first principal of the school was J. A. Bosman.

The first church was a Methodist Church on William Clark's farm at McKillop's Corners south of West Lorne. It was connected to the Methodist Church at Tyrconnell. In 1874 the Wesleyan Methodists erected a church on the corner of Munro and Ridge streets facing the Canada Southern Railway. The church was opened by Reverend Thomas Hanna that year. He was followed by Reverend C. Teeter. The circuit consisted of Bismarck, Eagle, Rodney and McColl's school, with preaching done at Rodney and Bismarck every other week and at Eagle and McColl's school once a month. The early trustees of the Wesleyan Methodist Church were Lawson Bullock, Richard H. Axford, Charles Bainard, James Mulholland, Henry Potts, John Bolsby, James Salter, James Hinds, H.G. Justerson, Henry J. Hinds, Daniel Freeman, John Matthews, George Mulholland, Hiram Mulholland and Daniel Tibbits. During the summer of 1889 the church was rebuilt, the bell was placed in the tower, and the steeple was removed. This was done through the generosity of Amasa Wood of St. Thomas,

who also gave a gift of money. Reverend Thomas Hanna was the first pastor in 1874. He was followed by Reverend C. Teeter in 1875. In 1879 he was assistant to Reverend J.G. Fallis, who was then superintendent of the charge which consisted of Rodney, Bismarck, Eagle, Duart, Clearville and Silver Street. Reverend Marks took over when Reverend Teeter resigned. The next pastor was Reverend Joseph Pring. Reverend G.A. Schram came in 1876 and was followed by Reverend William Baugh in 1877. Muirkirk was added to the circuit in 1880 and the Townline in 1881. In 1882 Reverend C.C. Couzens was pastor with H. Irvine as assistant. In 1883 T. Voden became the assistant. In 1884 the circuit became a one-man affair with Reverend C.C. Couzens as pastor. He was followed by Reverend P.W. Jones in 1885, Reverend W. Grundy in 1887, Reverend C.T. Scott in 1888, Reverend C. Brown in 1891, Reverend C. P. Wells in 1893, Reverend F.E. Malott in 1894, Reverend J.E. Homes in 1896, Reverend W. Fansher in 1897, Reverend J. W. Hibbert in 1898, Reverend W.J. Ashton in 1901, Reverend W.R. Vance in 1905, Reverend W. Patterson in 1909, Reverend C.W. Baker in 1910, Reverend G.C. Gifford in 1912, Reverend J.W. Andrews in 1914, Reverend J.W. Penrose in 1917, Reverend J. Ball in 1920, Reverend O.J. Lawson in 1923, Reverend L. Harvey in 1924, and Reverend J. Hussar in 1925. At this point all the Methodist churches became part of the United Church. The original church on the east corner of Munroe and Ridge streets was demolished. The parsonage was sold and became the residence of Mrs. Thomas Dymock. (It is claimed that John Armstrong, later of Eagle, built a log cabin on the site of the Methodist Church.) The Knox Presbyterians had a new church erected south of the frame church and sold the old church to the United Church congregation, who in 1933 completely renovated it. The church was dedicated in the spring of 1934. Reverend John Vardy is the present pastor. The church is located on the southeast corner of Bainard and Graham streets.

The present red brick Knox Presbyterian Church was built in 1928 to replace the frame church built in 1875. The founders of the church were Alexander McColl, Duncan McColl and Alexander Beaton. The first pastor was Reverend J. Mulloy, who served until 1901. He was succeeded by Reverend Kippin, who became pastor of West Lorne and Crinan. He served the needs of the people until his health failed in 1905. Reverend Mann was the next pastor. He stayed for three years. Reverend M.D. Haig served for ten years. Reverend A.L. Carr later took over as pastor. The first men to be elected to the sessions were James Murison and Archibald Campbell. D. Hyndman and Archibald J. McColl became elders in 1902 and in 1914 Duncan McPherson and Alexander McColl were elected elders.

The Anglican Church had a difficult time getting a foothold in Aldborough Township prior to the 1870s because most of the early settlers were from Scotland, Ireland and Germany, which meant that the early churches were Baptist, Presbyterian, Methodist and Lutheran. This left the English minority without a place to worship. Some became Lutherans for a time. The biggest break came when a converted Jew, Reverend Eidelstein, who was a saddlebag minister, came into the district. He gathered all those of the Anglican faith together and they met at the old Presbyterian church at McKillop's Corners. As attendance increased, they met at the Lutheran Church at Churchville. Later the Anglicans rented the temperance hall in West Lorne. In 1883 they purchased the temperance hall and moved it to the present location on Morden Street. Another break occurred when Reverend Dr. John Schulte resigned his professorship at Huron College and was appointed by Bishop Isaac Hellmuth as Anglican missionary in Aldborough Township. In 1882 the congregation in Bismarck was recognized and became part of the Synod of Huron. Because Reverend Dr. Schulte could speak German, he was allowed to use the Lutheran Church at Churchville. During his three years of missionary work, he brought about the beginning of Grace Anglican Church in West Lorne. He was fortunate to have the backing of Squire Schliehauf, who was a member of St. Peter's Lutheran Church at Churchville. In 1883 the Schliehauf family deeded the land upon which the church now stands for the price of $1.00. The same year the temperance hall was purchased and moved. The hall was then renovated and fitted out as a church. The completed

edifice was consecrated by Right Reverend Maurice S. Baldwin, D.P., on February 19, 1884, and was named Grace Church. The first wardens were Robert E. Mogg and Walter M. Paris. Squire Schliehauf provided all the lumber and trim for the interior of the church and Richard Bole constructed the pews. Some people will go to great lengths to show their love of God. Among the early congregation we find J.C. Schliehauf, Henry Hill, Richard Bole, James Westcott, William Milner, William Trigger, Mrs. John Morgan, Byron and Fredelia Man, William Parker, Joseph Wilton, William Neil, Mary Webber, Sophia Steele, James Johnson, John Chasley, John, Samuel and Robert Mogg, George Lewis, Dr. William Brock, Benjamin Partridge, John Boyland, and George Walker. Reverend J.C. Ferrier was the priest in charge of the first mission that took in Rodney, West Lorne and Dutton in 1897. He was followed by a newly-ordained priest, Reverend S.P. Irwin, who stayed for five years. The congregations of Grace Church, Nativity of Dutton, St. Peter's of Tyrconnell, and St. Stephen's Church at Burwell's Corners or Park were all under one charge. The parish hall adjoining the church was erected in 1960. This small church is lovingly kept in good condition by people like Mrs. Herb Chaplin, who has been the organist for twenty years. The church and the hall were renovated in 1980.

Ministers who served in the Anglican church were:

Reverend Eidelstein 1874	Reverend J.H. Smith 1926-29
Reverend Dr. John Schulte 1881-84	Reverend C.L. Langford 1930-39
Reverend Jeffrey Hill 1891-94	Reverend R.C. Capper 1939-42
Reverend M. Steele 1895-97	Reverend R.M. Weekes 1943-49
Reverend J.C. Ferrier 1897	Reverend W.K. Morrison 1949-51
Reverend S.O. Irwin 1898-1903	Reverend C.P. Bennet 1952
Reverend T.B. Howard 1903-06	Reverend W.R. Parson 1952-57
Reverend Kenneth McGowan 1906-09	Reverend F.A. Gadd 1957-60
Reverend W.B. Hawkins 1909-11	Reverend P.C. Dodd 1960-67
Reverend R.J. Murphy 1912-18	Reverend B.F. Brassel 1967-70
Reverend J.H. Colclough 1919-20	Reverend Bryan Foxton 1970-73
Reverend William Wallace 1920-24	Reverend Brian Holt 1974-77
Reverend E.W. McKegney 1924-26	Reverend Gordon Simmons 1977-82

Before the erection of St. Mary's Roman Catholic Church in 1885, the people of that faith attended St. Henry's Church at Churchville on Middle Street. That church was built in 1872. It was named after Henry Schnekenburger, who died from injuries in 1867. In the fall of 1866, he had gone to plough a garden for a neighbour. As he was leaving, a dog frightened the horses and they lurched against a small stump. This threw the heavy plough along the wagon bottom, seriously injuring Schnekenburger, who lived about six months. He was buried in Wardsville. He and his wife Regina settled at Churchville in 1854. Father W. Flannery of St. Thomas held services there once a month in the 1870s. This church was used until it became overcrowded and a larger place of worship was sought in West Lorne. In 1884 land was purchased from Eliza Quigley and the following year a frame church was built. When mass was celebrated, the men sat on one side of the church while the women sat on the other. This church served the district until 1904 and then a contract was let to William and Thomas Daley of West Lorne to renovate the old frame church, which resulted in the raising of the edifice, the building of a foundation and full basement and the bricking of the exterior.[2] A seventy-six-foot bell tower was also erected for the bell donated by John Brady in memory of his brother James. Prior to the installation of the bell, it was carried into the church by twenty men to be consecrated and named St. John. The bell tower was of the Campanite style and was used until the new St. Mary's Church was erected in 1972. The renovated church was dedicated by Bishop McEvey. Drive sheds were added in the 1900s and were used for many years until they were sold and removed. One was purchased by George Lay of Concession 7. The concrete gateway was erected in 1922. The money for it was donated by Robert

Schnekenburger. The old church was replaced by a modern ediface designed by Murray McCance of Toronto. The church and grounds were dedicated by Bishop Emmett Carter on March 5, 1973. Father W.G. Smith was the priest in charge of the flock. Father Smith was killed on December 30, 1977, in a car-truck collision near Waterford. He was succeeded by Father Morris. A convent was established in West Lorne when a house that was located east of the church was purchased from James Bowie. After being remodelled the house became the convent of the Sisters of St. Joseph in 1957. The Mother Superior was Sister Mary Carmel. She was assisted by Sisters Bernadette, Brigid, and Jeanne. The convent was used until 1972, when it was closed. The building was sold to Gordon McGill and was moved to Wood Street.

The Baptist Church in West Lorne had its beginnings when Alexander McIntyre came from Wallacetown and established a Baptist mission at Rodney. Services were held at the old town hall. After some time Reverend Peter Carey of Palmyra, a newly-ordained minister, offered his assistance to the Baptist mission in Rodney and West Lorne. The mission was formed in 1876. Before that time Reverend Carey had looked after the needs of his flock at Louisville for two years. He returned to Palmyra to take care of his aging father and the family farm. The senior Carey was also the deacon at the local church. The first meetings in West Lorne were held at the Trigger Hall until it fell prey to fire. From then on services were held in the Bainard Hall until the first Baptist Church was opened in 1878. In West Lorne the church was erected on land purchased from John and William Clark. Pastor Norman Schlarbaum is the pastor of Rodney and West Lorne.

Grace Lutheran Church was built in 1955 at a cost of $45,000. On October 7, 1954, the sod was turned by Reverend John Shearer of St. Thomas on three lots just north of the Mill Road for the erection of the church. The chairman of the building committee was Christopher Schollenburger of Wallacetown, a former Detroit contractor. He staked out the three lots for an 83' x 34' brick ediface, which was designed by W.H.E. Schmalz of Kitchener. The cornerstone of Indiana limestone was laid by Reverend Horace Erdman of Kitchener, who was the field secretary of the Ontario Division of the Missouri Synod, on April 21, 1955. A copper box was deposited at the laying of the cornerstone. Reverend Craig A. Behrens is the present pastor of the church.

The Church of Christ Disciples did not have a church in West Lorne until 1887. Prior to that services were held in the McKillop Block. At one time Dr. L.L. Fowler, an internationally known preacher and educator, was in charge of the Disciples congregation in Eagle and West Lorne. Reverend Raymond Cuthbert is the present pastor.

Miscellany

James A. Fuller, who is buried in Gillies' Cemetery, was born at Clear Creek, Norfolk County, a very small and quiet hamlet, in 1876. He found little to encourage him to stay in that locality and so sought work in Delhi when he was fifteen years of age. When he heard of the growing settlement in Aldborough Township and the cannery that had opened in 1888, he moved to West Lorne in 1893 and got a job at the cannery. He rose to become the manager of West Lorne Canners and eventually the superintendent of all the southern Ontario factories of Dominion Canners. Jim belonged to many organizations and was master of several fraternal organizations. He married Miss McKillop, sister of Hugh C., John A., Daniel, and Archibald McKillop. During his life he was reeve many times, and was trustee when West Lorne was a police village. The day he died he had plans of going to Aylmer to look at one of his plants. After dinner he went upstairs to dress for the trip and suddenly he was no more. That was on February 10, 1927. The people mourned his loss and it was a wonderful funeral, but when you think of it, was it really worth it? I think it is best said in the first nine verses of the third chapter of Ecclesiastes.

In 1907 Mr. and Mrs. Henry Hill recalled when they first came to West Lorne and how the area appeared to them back in 1866. Cheap land was the main attraction for many and Henry Hill severed his connections in St. Thomas to take advantage of it. Henry Hill was never a lazy man and hard work was the accepted way of life. He was born at Luddun Farm, Gourton Parish, Devonshire, on July 25, 1833. He left Plymouth in 1854, crossed the Atlantic in the *Lady Peel* and landed at Quebec, where he took a boat to Hamilton. At Hamilton he rode on the Great Western Railroad, which had been opened to London. From London he took the stage to St. Thomas, where he arrived on May 31, 1854. He was a stocky, broad-shouldered man who soon found work. He married Elizabeth Trigger of Southwold, and they settled in St. Thomas. He became a candler and had a booming business until the oil lamp came into use. Then he converted his little factory into a soap and potash manufacturing plant, which he operated until 1866. He sold out and purchased two hundred acres of land in Aldborough Township. The lot he picked was one and a half miles west of the future site of West Lorne. He cleared his land and planted thirty acres of apple and pear trees. He also replaced the first log cabin with a brick residence. His union with Miss Trigger resulted in nine sons and four daughters. Because of his own large family, he held Sunday school in his home until the need of other pioneer families for religious instruction resulted in the use of the Mathison Cheese Factory at Clark's Corners. Hill also had a portable sawmill, which he used to clear his land. He even built a passage for his sheep and cattle beneath the railway tracks so that they could take advantage of the pasture on the other side. Hill recalled when the Baptists held their baptisms in the old McKillop pond south of the village. In the Hill family, the mother and the eldest daughter had learned tailoring and they had a tailor come to their house to cut material for men's suits, which they would finish. Everything was made at home, even the shirts with starched collars and cuffs. In those early days the Hills and other families took their wool to Dutton to be carded. Hill must have been proud of his accomplishments. Then suddenly it was all over. His horse, frightened by something, leaped forward and tossed the old gentleman to the ground. He never regained consciousness and died the next day. The children grew up and left home to seek their fortunes elsewhere, with John, Fred, Albert and Aaron settling in Essex County. Joshua went to Cleveland. George, James and Seth stayed at home. One daughter became Mrs. McLandress and removed to Redvers, Saskatchewan; one became Mrs. Gilliams of Cleveland, and another became Mrs. Hunt and took up residence in Toronto.

Notes

1. The original manuscript contained the following note about another West Lorne fire: "When the Robert McFate went up in flames the north side of the village was threatened by flying sparks and a number of houses caught fire. All the houses were saved except the residence of D.A. Kirkpatrick."

2. In the original text, the author also states that "the old church was raised and placed on a foundation in 1930. This time a bee was formed with John Cowan and Robert Schekenburger taking part."

WEST MAGDALA

This almost forgotten settlement is located east of Lawrence Station on Concession 2, Southwold Township. At the present time it consists only of a schoolhouse and a lovely old church. The business section of this small settlement never had more than a creamery, general store, post office, brickyard, church and school. You will say that this is not very much, but looking back, you will find a wealth of events that later influenced many people. Today it is just a quiet spot along the second concession with a few traces of the old creamery and McBride's Church.

Of the early settlers who located on this concession were the two Irish brothers, Hugh and Samuel Lynn. Hugh Lynn settled on Lot 7 while Samuel located on Lot 8 in the year 1848. Other settlers who were their neighbours were Duncan McKillop, Warren Warner, John McGeachy, the Martin brothers, William Meek, Peter McNicol, Donald McArthur, Robert Baird, the Plain brothers, J. McDougall, John and Donald Turner, and the McIntyres.

The creamery was located on the south section of Samuel Lynn's farm, now the Malcom McArthur farm, and became known as the West Magdala Creamery. This business was founded by Warren Warner in 1871. Four years later he sold out to Robert Cranston. Cranston operated the business until [1922?]. Andrew O. Imlay was the next proprietor and was in operation until 1951, when he closed the creamery because of ill health. After his death the creamery was never used again. Some years before it was dismantled, a fire occurred and the adjoining house and creamery were partially destroyed. The remaining buildings were removed by Malcom McArthur and Dean Bogart on May 6, 1963. The one and only general store and post office were on the northwest corner of Donald Turner's property. At his death the general store was closed and his son, W.H. Turner, operated a post office. W. H. Turner was a public-spirited man who during the First World War worked for the Red Cross. Donald Turner was postmaster from 1869 to 1900. W.H. Turner became reeve of Southwold Township and later warden of Elgin County.

Across the road from the post office was the Oneida school, as it was commonly called, or S.S. No. 3. The first school was built of logs in 1840. It was a one-room structure with the students' desks being a long bench with a slanted top along one side of the room accompanied by low benches for seating. The teacher's desk resembled a cupboard and was large enough to house a child who misbehaved. By 1860 the log school began to show signs of decay. As a result the senior room of S.S. No. 3 was built and opened in 1867 on the site. The log school was used for religious purposes until the erection of a church in 1876. The first school site was on Donald Turner's land and was moved east across the road in 1912, when an addition was put on. This school served the needs of the people until the modern school system was brought in. It is now the residence of J.P. Shanon. In the eighties F. Barber had a frame school built on his property, which was Lot 6, on the bend of the Thames River at the mouth of Baird's Creek. Baird's Creek meanders across the country having its start on the Robert Baird farm. Robert Baird, native of Ireland, settled here in 1865. The Canadian National Railway put a siding and built a station on the Baird land. The station was destroyed by fire years ago.

The first religious services were held in the log school and in the home of Donald Turner, where they were conducted in English and Gaelic. The settlers in this area were of mostly Scottish birth and had the strength of their faith and thought nothing of walking miles through the bush to hear the Word of God. One outstanding example is the devotion of Duncan McColl, who walked from his farm every Sunday to the old log schoolhouse and gave the services. He was an ordained catechist. Duncan McColl lived north and east of Glanworth, Westminster Township, a distance of seventeen miles. He tried to visit each centre at least twice a year, calling on families at the same time. He provided this service for forty years. Other men of such devotion were Reverend McAuley, Reverend McMillian and Reverend Dr. George Sutherland. The latter, who received his call in 1866, arranged monthly prayer meetings in the log school. In those days, a hat was passed after the service for the offering. After the church was built, pie plates covered with green cloth were used. In 1875 the north Southwold part of the Fingal congregation began plans for the erection of a church. John A. Turner donated land a short distance west of the school, and the first committee consisted of J. A. Turner, Samuel Lynn, Neil McKillop and Hugh Lynn. The latter was the architect. Neil McKillop named the church after the great Scottish divine, Reverend Peter McBride, a great-uncle of A.P. Campbell of St. Thomas. The opening ceremony was conducted by Reverend Dr. George Sutherland in June 1876. The remarkable thing about the construction of the ediface was that at completion it was debt free and was still a sister congregation of Fingal church, with Reverend Dr. Sutherland as pastor. McBride's Church received its organ in 1889 and the first organist was Mrs. J. Meek of London, Ontario.

Reverend Dr. Sutherland served these callings for thirty-seven years and in 1901 retired because of ill health. McBride's Church was united with the Chalmer's Church on September 4, 1900. The first circuit minister was Reverend S.A. Lawrence, who served until 1907. For many years the Knox Church of Fingal was associated with McBride's Church until they were separated by the London Presbytery in 1900. Then the church was united with Chalmer's Presbyterian Church at Cowal. It was during the pastorate of Reverend Charles A. Malcom that both McBride's and Chalmer's charges entered Union and with them the Methodist Church at Lawrence was added in the year 1926. In July 1926, Reverend Neil A. Campbell was inducted as the first minister of all three charges. Here he remained until 1929. The next ministers were Reverend R.W. Langdon until 1937, Reverend O.G. Taylor until 1943, Reverend C.T. Wilkinson until 1949, Reverend Bruce Guy until 19?, and still later Reverend G. Croft.

WHITE'S STATION
(Francis Flats, Mellor's Cemetery)

If you proceed westward from the corners of the London and Port Stanley highway (No. 4 Highway) along the old Fruit Ridge Road (Concession 4), you will cross what once were the L. & P. S. R. tracks. Here the old White's Station was located, being named after E. White. Continuing along the road you will come to a small cemetery that is known as Mellor's Cemetery. It was named after John Mellor who had the Pleasant Hill farm there and who donated a portion of his land for a church and burial ground. It is in this cemetery that Negro George Thomas and his wife are buried. Some fifty years ago the old wooden headboard was still standing though it was badly decayed. Negro George Thomas was an escaped slave from Kentucky who was allowed to settle on Francis Flats along with his wife. Francis helped him to build a log cabin. In return Thomas worked for Francis. All went well until one spring during the thaw the creek flooded and carried the cabin downstream. Francis told him to rebuild but this time on the plateau near the farm, which he did, and lived there for the balance of his life. Many years after the Thomases passed away, Wellington Francis ploughed up a set of false teeth that Negro George had made out of bone and zinc. Unfortunately he was unable to show them to me because they had been stolen.

A deed was discovered in the Ontario Archives concerning the parcel of land that later became John Mellor's. It revealed that a Crown deed was received in 1820 by Colonel Mahlon Burwell on which there was mention of a portion of land being laid aside for a burial ground and a schoolhouse. Later a deed was found that indicated the transfer of the property from Charles Scott to John and Mary Mellor. On this deed there is no provision for the placement of a church or school, but a meeting house was nevertheless built by the Methodist Episcopalians. It served both as a school and church from 1867 to 1872. It fell into disuse after the uniting of the Wesleyan and Episcopalian faiths. The people I interviewed did not know the fate of the old building. Meanwhile a frame school was erected on Adam Fulton's land (second range west) and was in use until a new brick school was erected next to it in 1897. The old building served as a meeting hall until it was sold for $50, moved and converted into a barn.

WIENER'S CORNERS
(Widdifield's Corners)

This small settlement was located at the crossroads of the fifth concession and the Port Stanley and London Gravel Road. The latter is now the No. 4 Highway south of St. Thomas.

Back in 1859 John Widdifield realized that there was a dry space between the watering places of St. Thomas and Ketchum's hotel at Union and so erected a large two-storey brick hotel on the southeast corner. Widdifield House soon became a popular stopping place. I had the good fortune of meeting and interviewing John Hampton who assisted me with this story back in 1940. He recalled the hotel was constructed similar to the old Union Hotel at Union, which was still in existence at the time. John Widdifield purchased the lot from Jonathan Doan for £75 in 1824. It was part of the land owned by John Baptiste Baby. Doan was acting as the agent. John Widdifield sold his inn and land to Charles Wiener in 1870. Wiener carried on the business under his name and named it "Wiener's Halfway House." Wiener and his two sons, Charles Jr. and Frank, operated the inn for forty-eight years until it was lost by fire in 1918. John Hampton said there was a little cemetery on the land where the Widdifields were buried, and that the markers were removed and dumped into the ravine.

South of the corner of Elgin County Road No. 45 on the east side of No. 4 Highway one will notice the stone dwelling of Frank Wiener. It is a beautiful residence, sturdy in appearance and construction. There is a fascinating story about it that goes back to the days when the courthouse was being built in St. Thomas. The quarried stone that was used for the courthouse was brought up the lake by ship to Port Stanley and from that point was hauled by teamsters to the site, but somehow on the way a few stones were left every once in a while at Wiener's Corners in exchange for something that would cure a dry throat. The house is constructed of field stones and faced on the west side with quarried stone. Sometime in the early seventies John Jones purchased a small lot south of the Wiener homestead, farmed and also put up a small blacksmith shop. According to John Hampton, O. Jones operated the shop. He could not recall who had the little store on the southwest corner but said it was a relative of James Haight, who lived south of the store.

The government buildings north of the corners have a very interesting history. The construction of a psychiatric hospital was started in the month of August 1937. This was the break that St. Thomas needed badly. The Great Depression hit St. Thomas very hard because of the lack of railroad trade and the closing of factories. (It got so bad that a welfare station was set up in the bankrupt factory of Talbot Shoe, a soup kitchen was opened on Talbot Street by the Salvation Army, and spare cots were installed in the basement of the local Y.M.C.A.) The hospital was erected on the land of Daniel Parish and James Todd. The latter's grandfather, Andrew Hepburn, settled north of the corners in 1841 on two hundred acres. James Todd's father, Symon Todd, settled on this location in 1843. After his death, James Todd continued farming until 1937. After he sold the farm, he moved across the road to his grandfather's house and lived there until his death in 1943 at seventy-nine. James Todd was a sworn enemy of weeds and for a number of years was Yarmouth Township's weed inspector. He

also was a member of council and became reeve in the year 1918 and 1919. In 1920 he became superintendent of the township of Yarmouth. Daniel Parish operated his farm until he sold it in 1937. At one time the farm was owned by Joshua Parish, an old bachelor. The Joshua Parish farm was sold to Joshua's brother Daniel, who in turn passed it on to his son, William. When William Parish died, he left it to his son, Daniel. Daniel's widow and daughter Jean lived on the farm until it was sold to the Ontario government. Daniel Parish died in 1934.

The building project started on the 6th of August, 1937, and when it was completed, it occupied 487 acres. It was constructed of the best of building materials, the limestone quarried out of Queenston, near Niagara Falls. The buildings were so spread out that it took two hours to travel all of the corridors. Karl Hawes introduced the use of bicycles in the tunnels to look after the maintenance calls. The number of doors at the time of completion was 2,500. The main kitchen was so large it could and did feed four thousand airmen. During the war years over forty thousand airmen passed through its gates. I was stationed there from 1942 to 1945 and at the end of the war helped to reconvert it to a hospital. I signed on as a civil servant and was in the civil service until 1977. The government operated the psychiatric hospital until November 1, 1939. On that date the buildings were loaned to the Department of National Defence for the duration of the war to serve as a technical training school for the Royal Canadian Air Force. The Department of National Defence erected four large hangars, training buildings, two rec halls, watch towers and converted the nurses' residence into an officers' residence. Gone are the sentry boxes of the Essex Scottish and the kilted lads who manned them, along with the high wire fence that surrounded the grounds. Many a morning I watched four thousand airmen march down the highway to Port Stanley and back. It was a sight one will never forget. I left the army to serve there on March 1, 1942. The nurses' residence was purchased by the county of Elgin in the mid-1980s to be converted into the new county administration centre.

The Simon brothers at one time lived on the northeast corner of the fourth concession opposite the open-air theatre north of Union. Here they operated a chopping mill for many years. The Tremaine map of 1864 shows that a Mrs. S. Simon lived on the land. The 1877 map of that area shows that the land was owned by E. Simon, her son. Here Simon farmed and raised a family of four sons. Two were still living after the Second World War so I interviewed them. At the time they were between the ages of eighty and eighty-two. I was informed by Descomb, who was eighty-two, that he and his brother Reuben got up at four o'clock every morning and worked until six o'clock at night in the summer months. When I asked why they never married, they answered that their life as they lived it was fun and they were proud of the fact they were bachelors, putting it down as the reason for their longevity. Bewhiskered Reuben, with a loud laugh, said, "There used to be four of us. The other two brothers got married and I guess that is what killed them. Descomb is a pretty good cook. We both work the farm, but he is having trouble with his feet, so lately he has done the cooking and housework and I work the farm."

WILLSONBURG

(Willson's Hollow, Pleasant Valley, Bayham)

Nestled in the folds of Otter Creek valley, just north and east of the village of Richmond in Bayham Township, is the site of Willsonburg, an ambitious project of Ambrose M. Willson. Here he established a sawmill, a grist mill, a store and later a hotel. He also had this part of the valley laid out in village lots. Later a carding mill, a fulling mill and a butcher shop were added. Ambrose M. Willson was an energetic and determined man who became the reeve of Bayham in 1853. Before Willson came, there was a grist mill erected by a Mr. Birdsall in 1831. Further up the valley was the first mill to be built in the area, which was built by Caleb and Noah Cook. This mill later was taken over by Jeremiah Moore. Many years ago one of the grist mill's burrstones was recovered from the valley and placed at the entrance of the Aylmer fairground. Both of the mills that were erected by Willson were powered by overshot waterwheels. The woollen mill was located on the north side of the creek across from the grist mill. The general store that was built by Willson and operated by Andrew Moore was established near the flour mill to cater to the needs of the mill-hands. Next to the store was the Willson House, a hotel established to meet the needs of workers and visitors.

It was thought by many people that Willsonburg would outgrow Richmond, but nature put a curb on its growth through fires and floods. The Willson flour mill was destroyed by fire in the 1880s and was rebuilt by George Neil Procunier and his sons, Robert and James. The Procuniers were good millers and their services were in such great demand that the mill operated day and night for six years. They sold out to Robert Knott, who operated the mill for thirty years. It was during this time that the mill was outfitted with a Little Giant water turbine and the waterwheel became a relic of the past. At one time before the destruction of the mill by fire, both mills were operated by Richard Simmonds. During his time the sawmill was closed because of the lack of timber. The mill passed out of the hands of Robert Knott and was under the ownership of Clayton Godby, who sold out to Richard McCurdy, who previously had a mill on Lot 24, Concession 2 south of the village of Vienna. The old mill-dam can still be seen. McCurdy operated the mill on Otter Creek until 1930 and at his death his daughter, Mrs. Hanlon Pritchard, inherited the property. The woollen mill erected by Willson passed into the hands of R.D. Veitch and was in the Veitch family for a period of time. All traces of the mill are gone except for some concrete foundations. What remained was carried away by the flood of 1937. The iron bridge was closed in the summer of 1978 and a new concrete bridge was built a hundred feet upstream.

YARMOUTH CENTRE

Yarmouth Centre obtained its name because of its central location in the township of Yarmouth. It was recognized by that name by the postmaster general in 1863. This corner settlement never grew beyond a hamlet. In fact, it barely reached that status because it was dwarfed by St. Thomas, the county seat, which was located nearby.

Businesses

Yarmouth Centre in its prime had a town hall, church, two hotels, one store, one blacksmith shop, a cheese factory, a shingle and sawmill, and a fairground with a crystal palace. There was a third hotel located west of the hamlet near Couse's Corners (Red School House Corners) on the farm of J. Boswell. The Yarmouth Centre Hotel was located on the northwest corner. The site is now occupied by the Yarmouth Centre United Church. Some of the owners were J. Marlatt, John Wilcox, John Wilson and G.A. Parlee. The hotel was split in half and moved from its site in 1923. One half stood in a field west of the corners until 1943. It was then dismantled for its building material.

The business section in 1872 consisted of:

Busbee, Charles	Blacksmith
Doan, Elgin	Artist
Evely, W.	Veterinary, Lot 15, Concession 9
James, William	Painter
Mann, William	Lumber, sawmill
Marlatt, John	Cheese factory
Newcombe, George	Tannery, Lot 15, Concession 9
Newcombe, William	General store and post office, southeast corner
Phillips, Ebenezer	Shoemaker
Sanders, William and brothers	Carpenters, Lot 15
Small, Nathan	Blacksmith, Lot 14
Webb, Samuel	Shoemaker
Parlee, G.A.	Hotel

At the height of prosperity, Charles Roe of St. Thomas, who was a miller and grain dealer, had a grain warehouse erected alongside the Canada Southern Railroad tracks. This was in 1881.

The business section in 1907 was as follows:

Allen, H.C.	General store and post office
Mahoney, Ben	Blacksmith
Mallorey, T.	Cheese factory
Norman and Son	Wagon shop
Wilson, John	Hotel

According to Mrs. E. Tansley of New Sarum, the last operator of the cheese factory was Charles Morrison.

The first town hall was built in 1877 on land purchased from Abraham and Olive Newcombe, natives of Fredericton, New Brunswick, who settled on Lot 14 of the eighth concession of Yarmouth Township (Yarmouth Centre). They acquired the land from John Couse in 1838. Abraham's father, Daniel Webster Newcombe, left New Brunswick and came to Yarmouth Centre with his son and settled on Lot 15 of the same concession. Abraham was a carpenter and cabinet-maker and built a frame house on the property. It was later replaced by a large brick structure, which is still used as the residence of Clare Robertson and Mrs. Chester Gloin. The old town hall was replaced by a brick structure in 1904. A modern township hall was built in 1967 on No. 3 Highway east of St. Thomas. The old hall was used for various purposes such as auctions. Today it is falling into decay.

Yarmouth Centre at one time had a nice fairground located south of the corners, just west of the present church. Here a one-day fair was held annually on the first of September for twenty-five years. Later the fair was held in St. Thomas, but in 1891 St. Thomas lost out to Aylmer as the result of actions by former residents of Yarmouth Centre. The following excerpt from *The Aylmer Express* of March 26, 1891, shows what happened.

Aylmer Fair Beginning?
Sometime now there has been a growing dissatisfaction over the management of the Southern Counties Fair at St. Thomas. On Saturday last, a joint meeting was held in Aylmer of the Malahide and Yarmouth Societies which resulted in the formation of a Union Society with the following officers:
John Marlatt, President
Benjamin Marlatt, Vice-President
F. Leeson, 2nd Vice-President
John B. Ogilvie, Secretary-Treasurer
They decided to hold the Spring show at Aylmer on April 25th, 1891, which will make the fall fair the largest in the county.

This decision did not stop horse-racing in St. Thomas for I find that Jonas Cline, owner and operator of the hotel in Orwell, entered his horse Lady Rocker in the race at St. Thomas, was out-classed and came in fourth. This was on June 4, 1891. Jonas Cline took part in the races held at the tracks at Aylmer and Yarmouth Centre.

One of the main attractions at the Yarmouth Centre fair were the Russ twins, Orren and Warren, the sons of Calvin and Isobel (Cochrane) Russ. The twins were born in 1842 on the old homestead at Russ's Corners, Lot 21, Concession 7 of Yarmouth Township. Calvin and his brother Wellington were United Empire Loyalists. The latter settled on Lot 15, Concession 6. The Russ twins took part in country fairs and even toured the United States. They were very popular at the New York State fair. Buffalo loved them. The twins were great lovers of horses and often thrilled the audience with their team of dapple-grey horses, which usually drew a carriage with white wheels and undergear and a black box. The twins would dress in white trousers, white shirts, white plug hats, black string ties and long black Prince Albert coats. They both grew black beards in their twenty-ninth year and let their hair grow long. It was done up in tight little curls. Neither of the twins ever married or showed any outward interest in the opposite sex. They were book lovers and often quoted Shakespeare on the stage. Warren and Orren Russ owned a farm south of Yarmouth Centre in Johnstown. When the daughter of John McVey disappeared on November 6, 1878, the twins were suspected but after an investigation were cleared. Margaret McVey was never seen again. In New York City they accepted a position as coachmen for a prominent lawyer, and every day saw the twins in attractive livery ensconced on the high front seat of their employer's coach. In New

York the twins made their first theatrical appearance, being engaged by Tony Pastor. Several other towns and cities in the United States were visited by the twins, usually for short periods. Then Warren and Orren grew tired of it all and decided to come back to this area and settle down. The death of Warren in 1920 greatly affected Orren, and it was generally believed that this hastened his end in 1922. Both are buried side-by-side in the Orwell Cemetery under a single headstone, united in death forever.

Churches and Fraternal Organizations

On October 19, 1957, the Yarmouth Centre United Church celebrated its one hundredth anniversary. According to the records, the Methodist Church was founded here in 1836 when St. Thomas circuit embraced the Sparta, Port Stanley, Union and Townline appointments. In 1871 the county charges were detached and the circuit of Yarmouth included Talbot Street Church (the predecessor of Yarmouth Centre), Townline, Salt Creek and Legg's appointment in Westminster Township. The first pastor was Reverend Thomas Hadwise and services were held in a frame church north of Tower's Corner. The parsonage was later used as a residence by James Crawford. The first Sunday school was held in 1873. In 1875 the circuit was changed to the Sparta district and the pastor lived in Sparta. The church in Yarmouth Centre was moved to the northwest corner of Tower's Road facing Talbot Street in 1883. It was bricked over with white brick and remained on that site until 1923. Then it was moved to the present site, placed on a cement block foundation and re-bricked with red brick. This occurred when Yarmouth Centre became self-supporting in 1909 and Reverend R.J. McCormick became the pastor. From 1935 to 1944 Crossley-Hunter was served by the minister residing at Yarmouth Centre. Because of the inability to raise the minimum salary of $1,800 for a minister, it was decided in 1945 to unite with the Talbotville circuit which included the Townline church on the northeast corner of Wellington Road and the twelfth concession of Yarmouth Township.

At one time Yarmouth Centre was the meeting place of Elgin Lodge No. 365 of the Ancient Order of United Workmen. It was founded and officers were installed on March 3, 1892, by the installing officer, A.C. Graham, D.G.M., of Lyons.

Families and Personalities

The Marlatts, Ostranders, Browers, Yorkes, Smiths, Caughells, Newcombes, Couses and the Gilberts left their imprints on the pages of history of the district, but unfortunately very few records were kept.

Reuben Marlatt, a Huguenot, fled from France to Belgium and later came to the New World. He first settled in New Jersey near the present site of New York. One of his sons, George, a United Empire Loyalist, left his father's abode and settled in Thorold, Welland County. Shortly after the settlement he took ill and died, leaving a family. His son John grew to manhood on the farm and wanting land of his own, went to Colonel Thomas Talbot and obtained two hundred acres in Yarmouth Township. The land is now part of the St. Thomas Airport and was first used for that purpose by the R.C.A.F. in 1942. On this land John Marlatt built a log cabin. He married Sarah Mann, daughter of Joseph Mann and aunt of Jehiel Mann, and they brought into the world eleven children. He was captain of the militia during the Rebellion. He was already a veteran of the 1812 War and had taken part in the battles of Stoney Creek and Lundy's Lane. One of his many sons, John, grew into a rugged man and he, like his father, decided to have his own land and so he purchased one hundred acres of uncleared land. He became a captain of the militia and married Patience Jane Courser, native of New Brunswick and daughter of Benjamin Courser, a United Empire Loyalist.

John Jr. died at the age of seventy-six on November 5, 1897, twenty-nine years after the death of his father. John Jr. left behind his wife and five sons: Daniel of Moosejaw; Ben-

jamin of Aylmer; Dr. George A. Marlatt; Dr. Charles W. Marlatt and John. The latter son died in Moosejaw on January 22, 1912. He was sixty-three. Before getting a ranch, he was an employee of the Scott and Yorke Pork Packing Company in Aylmer. After a time he moved to Ridgetown and from there he went west. He had one son, Roy. Dr. Charles William Marlatt, son of John Marlatt, Jr., was born on his father's farm on the 24th of September, 1845, and received his early education in one of the district schools. He became a teacher and taught for four years in the same schools in which he was educated. He later entered Victoria Medical College and then Trinity Medical College in Toronto, where he received his degree in 1872. He next went to London, England, and studied for a year at St. Thomas Hospital, where he obtained his M.R.C.S. In 1873 he returned and set up a practice in St. Thomas. After a short time he removed to take up the challenge of a pioneer settlement at Alvinston. Here he encountered the hardships of a saddlebag doctor. As a surgeon, he was in great demand because of the numerous accidents that occurred in the many sawmills in the district. In 1882 Dr. Marlatt went to Aylmer and set up a new practice, where he remained for the rest of his life. His life's partner was Jane Leonard, daughter of Lyman Leonard, who was considered by all as being the finest of Elgin's pioneers. Mrs. Marlatt was also granddaughter of William Collver. The old Collver homestead was located near the site of the present St. Thomas municipal golf course. It was a single-storey, rambling frame building at which many a weary and thirsty traveller stopped to be refreshed. When Dr. Marlatt retired in 1908, he sold his practice to Dr. John D. Leeson, who was in practice for twenty-eight years. Jane Marlatt died in 1932. Dr. Marlatt followed her three years later, leaving one daughter, Edna.

John Caughell, a United Empire Loyalist, decided to settle in the area in 1818. He was a man of sixty-four at the time with a full-grown family of six sons and five daughters. He obtained Lot 13 on the eighth concession of Yarmouth Township, where he built a log house and barns. His son George A. settled on Lot 10, Concession 8; John C. settled on Lot 12 of the ninth concession; James took Lot 11, Concession 8; David obtained Lot 13 of the ninth concession; Peter settled near the future site of Mapleton on Lot 19 of Concession 8; and Benjamin settled on Lot 20 of the eighth concession. One of the sons, John C. Caughell, met and fell in love with Mary Wismer. They decided to get married and so one lovely day in May both climbed on the family horse, journeyed across the country to Port Talbot and were duly married by Colonel Thomas Talbot. When John Caughell died in 1846 at the age of ninety-two, young John took over the homestead. This is where Walker C. Caughell, whom I interviewed, was born and raised. David Caughell became ill in 1846 and died the next year; he was only fifty-one. George A. Caughell died in 1852 at forty-two. Peter Caughell, who became a deacon, died in 1876 at seventy-three. James Caughell died in 1905 in his seventy-first year. John C. Caughell died in 1898. He was eighty-six at the time. Of the daughter I have no record.

On November 1, 1909, Mrs. Emma Caughell Marlatt gave a lecture at the Elgin Historical Society meeting in St. Thomas. The historical paper presented by Mrs. Marlatt reads in part as follows:

''There seems to be an inherent pride in the present generation to be known as the descendants of the first families, not from a social point alone, but as progeny of the pioneers, or first arrivals, in the forest primeval. I have been requested to tell the part our family played in the drama of the last century — for all the developments took place during that time. You will, no doubt, find it a very prosaic affair. The first authentic account we have of the Caughell family is about the year 1766, when a father, mother, and three sons — John, George and Peter, arrived from Holland from the banks of the Zuider Zee, and settled on the Mohawk River in the State of New York, and were called, among others, Mohawk Dutch. The father must have died there, as there is no account of him later in connection with the trials incident to the revolution. John (the origin of our branch) was old enough at the time of the revolu-

tion to fight for his King, for which he had to flee from the country of his adoption. On his farm is built the City of Schenectady. He landed worn and weary at old Niagara, and was the United Empire Loyalist in our family. Soon after this a young girl arrived from Hartford, Conn., and taught the first school in the Niagara district. Her name was Miss Elizabeth Seeley, and she eventually became the wife of John Caughell. They went from this point up to what is called Twenty Creek, and took up a farm, but when they came to live upon it it was found so wet it was thought no good. He sold to a man named John Rittenhouse for a vest pattern. This is the only record, historically, of frenzied finance in our family. Certainly it must have been a very poor farm, or a very fine vest. I have seen the farm, however, and it is now one of the finest in that part of Ontario. He went up on the mountain, south of Beamsville, took up a farm and lived there until the War of 1812. During these years sons and daughters had been born to him and his two sons — David and Benjamin — were old enough to go with him to fight for their country. His two brothers — George and Peter — fought beside him, George being killed at Lundy's Lane. The sons of the deceased George — Jacob, George and Alexander — came up into the Talbot Settlement about the year 1815, and made homes for themselves and [their] families. John Caughell, our direct ancestor, with his family moved up into the Talbot Settlement in 1815 to pick out their farms, which were granted them from the Crown. David (our grandfather) married in 1819 Miss Mary Wismer, whose ancestors came from Germany. It was a delight to our grandmother to tell us of that beautiful day on the 28th of May when she and my grandfather rode from her home near New Sarum on horseback through the forest to the residence of Colonel Talbot to be married. The bridesmaid and groomsman followed, also on horseback.''

Mrs. Emma C. Marlatt died at her home in St. Thomas in January of 1924.

MERRY CHRISTMAS
— AND —
Happy New Year.

GRAND

Xmas Entertainment

IN CONNECTION WITH THE

Yarmouth Centre Sunday School,

TO BE HELD IN THE CHURCH,

Christmas Eve, Dec. 24th,

WHEN THE CELEBRATED CANTATA,

"Waiting for Santa Claus,"

Will be rendered by competent characters.

Admission, 15 Cts. ; Children, 10 Cts.

ST. THOMAS TIMES.

1890

The Peace family is another interesting family of the area. Alonzo Peace of Syracuse, New York, married Elizabeth Lee, daughter of Dr. Simon Lee and granddaughter of Dr. Ebenezer Lee, in 1808. Both families were United Empire Loyalists and settled in Canada before the War of 1812. Dr. Simon Lee became the first medical doctor in Brant County. It was a sad day when Alonzo offered his services to his newly adopted country and left to take part in the war on the Niagara frontier. He returned in 1813 in an extremely weakened condition from typhoid fever and died five days later, leaving his wife, three children and a Negro servant by the name of Peggy to face the hardships of frontier life. (Peggy was given to Mrs. Peace by her father when they left Hartford, Connecticut.) By this time the American invasion forces under Commander McArthur, known as ''McArthur's Rangers,'' were retreating from Ontario to Detroit along the Talbot Road. Numbering about eight hundred men, they wreaked havoc along the way, looting and burning. The settlers hid what they could from the invaders. Mrs. Peace hid her clothing and bedding in the cornfield and nearby bush and $1,500 under a log alongside a small stream that flowed by the house. One day she observed the approach of the invaders and quickly instructed Peggy to take her children and hide them in the bush. Mrs. Peace was dismayed when seventeen men on horseback swung into her lane and rode directly to the house, where they dismounted and seated themselves on a log

in the shade to drink their liquor, which they cut with spring water from the small stream. Two men approached the house and were received by Mrs. Peace, who informed them that she was a Yankee from New York State. After a short discussion, one of them noticed a musket on the wall and inquired about it. Mrs. Peace informed him that it was her dead husband's. Without further inquiry he took it down, carried it outside, and despite the pleas of Mrs. Peace that it was loaded, commenced to smash it on the cornerstone of the house. In the process he shot himself in the abdomen. He was carried into the house and laid in front of the fireplace. The dying man was left in the care of Mrs. Peace. Not long after that Commander McArthur arrived and instructed her to give the man a proper burial, if necessary, and that she would be rewarded. During the few hours the man lived, he informed Mrs. Peace that he was a married man with nine children, that he was wrong and should have stayed home with his family. He died seven hours after the accident. Several neighbours sought to burn his remains in a cauldron, but Mrs. Peace insisted on a proper funeral, and he was buried under the ash tree. When the north and south road (now Centennial Avenue) was opened, the trees and grave were found to be in the centre of the road allowance. At the time of the soldier's death, Mrs. Peace was given his horse, saddle and equipment, which included a small blazing axe that later became the property of D.T. McCall of Simcoe. At the end of the war Mrs. Peace received from the United States government two teams of horses with harness and $600 in gold.

Mrs. Peace later married Christopher Kern of Forestville, Norfolk County, and settled with him on Lot 9 near the present site of the Hill Crest Cemetery, where she lived for fifty years. They operated the hotel in Forestville. It was a large frame building equipped with seven fireplaces. She also served as a nurse for many of the doctors of Norfolk County for years. Kern, a veteran of the 1812 War, gave Elizabeth and her three daughters, Adelia, Emma and Mary, much comfort and joy. When he died, he was buried in Forestville Cemetery. Elizabeth Kern died on the 18th of June 1871, at the age of eighty-one. The story just unfolded was recalled by D.T. McCall. It was a story handed down by his mother, a granddaughter who lived with Mrs. Peace until her marriage. She frequently accompanied her grandmother on her journeys to the trading centres in Norfolk County and to the daughters and parents in Waterford and Simcoe.

The story of Yarmouth Centre and area would not be complete without including the story of the Westlakes and Gilberts. I found there was no one more qualified to write of these families than Mrs. W. M. Davidson of Victoria, British Columbia. She was formerly Ethel Heydon, born and raised in Yarmouth Centre. I have included her story in this chapter.

Another important family in the area was the Gloin family. Francis Gloin and his wife left Devonshire, England, and landed at Port Stanley on June 2, 1842. The Gloins settled on Edgeware Road on land that was later owned by Mr. M. Paddon. Here they built a log cabin and brought up eight children.

Alexander "Sandy" Russ, son of Calvin Russ, was an independent, hardworking farmer who never married because, as he said, he could not afford such a luxury. He had a quaint sense of humour and liked to play jokes on people. He had two interests — farming and land — and ended up holding a lot of farm land. I had the pleasure of spending many hours with this gentleman. In fact, I looked after him during the Depression years when he was penniless and all the land he owned had no value. I looked after him under the orders of Ted Dimock, general secretary of the local Y.M.C.A. Dimock was a fine and kind man who looked after men who became homeless. He taught me that people, no matter who they are, have feelings and are human beings like myself. Sandy often boasted to me that he was the richest man in the county as a landowner but in the same breath said he was the poorest because

of the lack of hard cash. The same land that he once owned south of Yarmouth Centre is valued at over one million dollars today. A joke he liked to play on his citified nieces when they visited was to find the most ragged pair of trousers he had, put them on and stuff the holes full of straw. He enjoyed every moment of it. Sandy died in 1946 at ninety years of age. For years I missed his bent over figure on Talbot Street. When he died, the colour left the streets of St. Thomas.

I must also tell the story of John Noble, the "wandering scribe," because he is a part of Yarmouth Centre's historical past. He was born north of Yarmouth Centre on the 27th of March, 1839. He was related to Elnathan Noble who lived west of the corners in the 1860s. After his schooling, he taught school for three years, but the lure of the open road was too much for him. He gave up a permanent abode and thereafter had no fixed address. Though he had no possessions, he was always neatly dressed and kept his clothes clean. His habit was to wash his socks at one place and his shirt at another place. He was everyone's friend and had an amazing store of knowledge about the people he met each day. He made his way by writing for the local papers. Weddings and obituary notices by the thousands were turned out by John Noble's pen for the London and St. Thomas newspapers as well as the country presses. He walked an average of thirty to forty miles a day, it was claimed, in all weather. He was a well-known figure about the roads of Elgin, West Nissouri, Westminster and Dorchester. He had a habit of stopping at one farm for dinner, at another for supper and at yet another for bed. When he was seventy-four, he became ill while in London and had to seek shelter, where he died on May 2, 1923. He was interred in the old Kilmary Cemetery in north Yarmouth beside the remains of his mother, Catherine Noble, who died in 1871 on the 30th of May at the age of seventy-one. Her husband Benjamin is buried in an unmarked grave.