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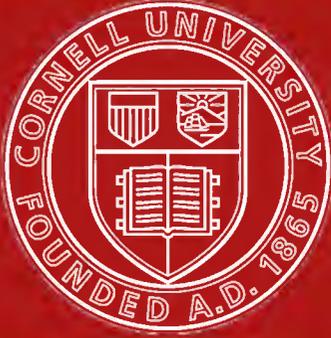
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THE LONDON PRINTING & LITHOGRAPHING COMPANY (Limited) of London, Ontario, in the year one thousand
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CITY OF LONDON

ONTARIO, CANADA.

THE PIONEER PERIOD

AND

THE LONDON OF TO-DAY.

SECOND EDITION.

LONDON, ONTARIO, CANADA :

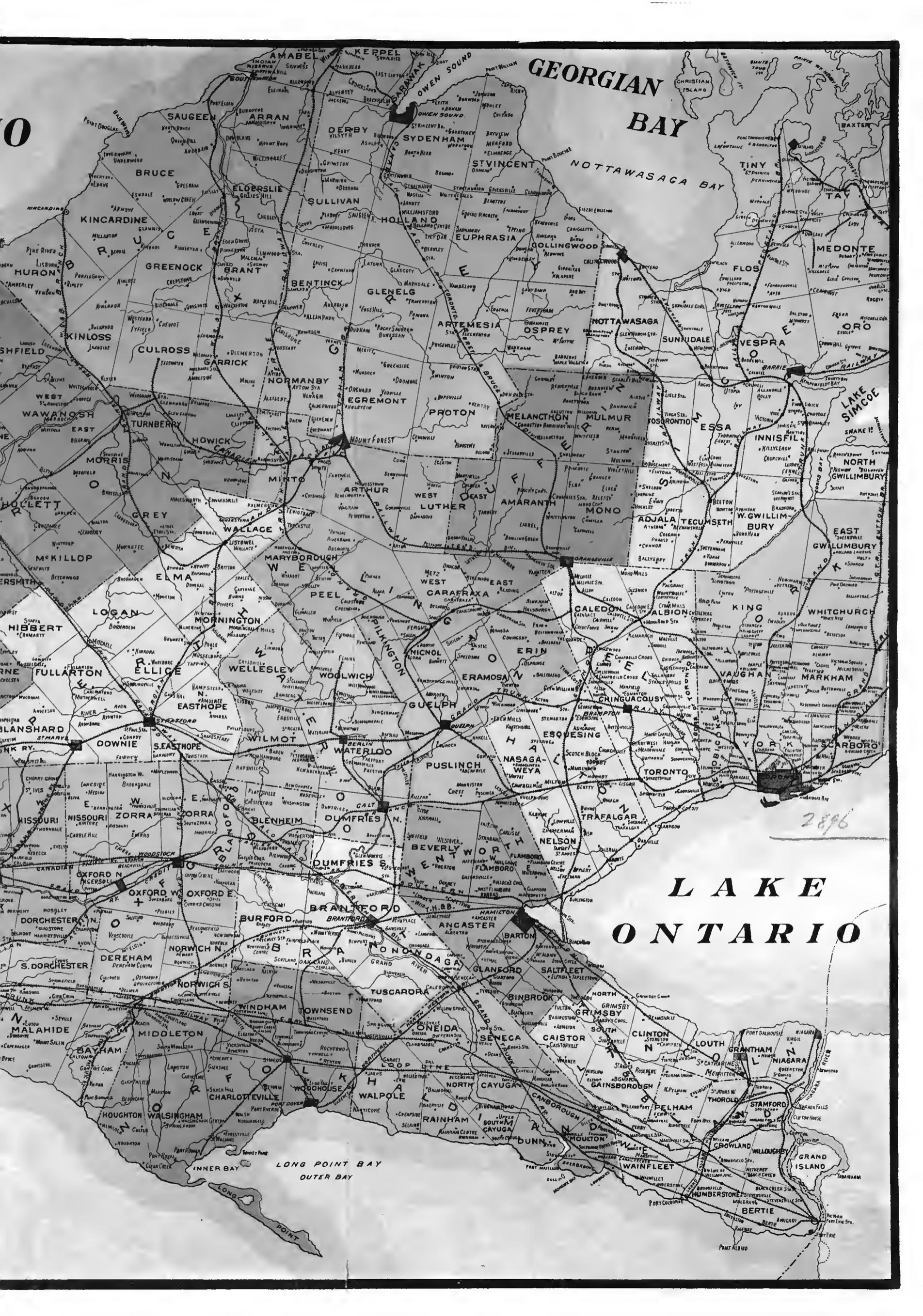
Printed and Published by THE LONDON PRINTING & LITHOGRAPHING COMPANY (Limited),
Designers and Engravers.

October, 1900.

MAP OF WESTERN ONTARIO CANADA.



Entered according to Act of Parliament in the year one thousand eight hundred and ninety-seven, by THE LONDON PRINTING & LITHOGRAPHING COMPANY (Limited), in the Office of the Minister of Agriculture.



GEORGIAN BAY

NOTTAWASAGA BAY

LAKE ONTARIO

2896

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SHFIELD

WAWANOSH

HIBBERT

BLANSHARD

MISSOURI

S. DORCHESTER

MALAHIDE

HOUGHTON

BRUCE

KINCARDINE

GREENOCK

CULROSS

WAWANOSH

MORRIS

GREY

MCKILLOP

LOGAN

FULLARTON

BLANSHARD

MISSOURI

ARRAN

ELDELSLIE

BRANT

GARRICK

NORMANBY

HOWICK

MINTO

WALLACE

MARYBOROUGH

ELMA

MORNINGTON

ELLICE

WELLESELEY

EASTHOPE

WILMOT

WATERLOO

WATERLOO

WATERLOO

WATERLOO

WATERLOO

WATERLOO

SULLIVAN

HOLLAND

BENTINCK

GLENELG

ARTHUR

WEST LUTHER

DERBY

SYDENHAM

ST VINCENT

OSPREY

PROTON

MELANCTHON

ST VINCENT

EUPHRASIA

GOLLINGWOOD

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PROTON

MELANCTHON

Introduction.



“So it stead you, I will write.”—*Shakespeare*.



All mankind look backward and regard the days that are gone as the happiest of their lives. Whether they were so or not, does not admit of argument. Happiness is a condition of mind, and whoso thinks he is happy is so, the poet who declares “man never is, but always to be, blest” to the contrary notwithstanding. But the present work is neither philosophical nor metaphysical. It is practical, and no elaborate argument is needed to prove what all will admit — that we enjoy recalling our early days and contrasting them with the present. As the old soldier “shoulders his crutch and shows how fields were won,” so the pioneer civilian loves to tell of the past, of the hardships and pleasures, the toils and relaxations, of the times when every man was practically monarch of all he surveyed, before there was an official surveyor. But it is not intended in this work to speak at length of pre-corporate days. Nor is it designed to embellish the narrative. There will be found no flights of fancy, no stilted rhetoric, no elaboration of incident — merely a painstaking effort to fix the periods and give the stamp of authenticity. With the record of the facts, the duty of the writer is accomplished, and if here and there the bald narration is relieved by the interjection of a casual comment, it is still in the line of the fact itself. No decided opinions are expressed regarding controverted points, so there is nothing to retract or defend. If any inaccuracy exists, it is not for lack of diligence in searching out all available sources of information, and no one will more gladly correct any error than the writer.

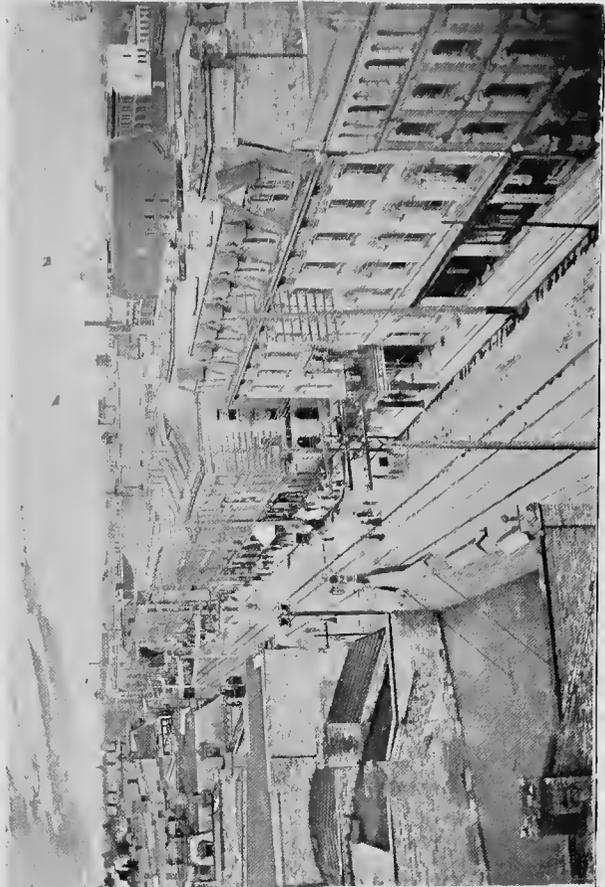
ARCHIE BREMNER.



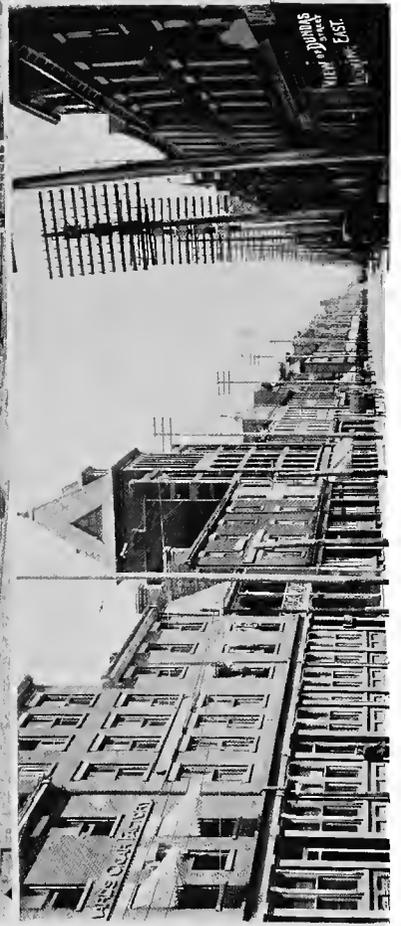
VIEWS TAKEN FROM THE TOWER OF ST. PAUL'S CATHEDRAL.



VIEW TAKEN FROM THE TOWER OF ST. PAUL'S CATHEDRAL.



VIEW FROM THE TOWER OF D. S. PERRIN & CO.'S ESTABLISHMENT.



DUNDAS STREET, LOOKING EAST FROM RIDOUT STREET.

“The man who takes no interest in his grandfather may be a philosopher, but he lacks humanity and is not apt to be a sympathetic friend.”—*Anon.*

“We should guard the records of the past — we should preserve the traditions.”—*Sir Walter Besant.*

CITY OF LONDON

FROM ITS

PRIMEVAL DAYS.

CHAPTER I.

"You ask me for a plan. I have no plan. I had no plan; but I had, or have, materials."—*Byron.*



the days prior to 1669 the whole of what is now the western peninsula of Ontario was the land of the Neutrals, a band of Indians who held aloof from the wars of the Hurons and Iroquois. Champlain, who visited the Bruce peninsula in 1716, says that the Neutrals, whom he calls the Nation de Triute, were a powerful nation, holding a large extent of territory and numbering 4,000 warriors. Catholic missionaries visited these Indians, the first recorded being in 1626, two hundred years before London was founded; and forty-four years later, in 1670, the country was formally taken possession of by Father Francois Dollier, priest of the diocese of Nantes in Brittany, and Father De Galinee, deacon of the diocese of Rennes in Brittany, on behalf of the reigning king of France, Louis XIV. Their proclamation recited that in the previous year, 1669, two missionaries from Montreal and seven other Frenchmen had wintered on the spot, and the territory was taken by virtue of their having been the first of all European peoples who had journeyed to this section, of which they

took possession "as a territory not occupied." The Indians' right of occupation seems not to have been considered. It was a country rich in wild fruits and game, and in his description of it De Galinee calls it "the terrestrial paradise of Canada." We are more prosaic in later days. We call it "the garden of Canada." This proclamation was set up on the lake shore as near as may be due south of where London now stands. It was at the mouth of Kettle Creek. In 1721 Charlevoix passed through Lake Erie, and his description of the north shore was largely instrumental in influencing Col. Talbot in selecting the site of his settlement in 1803. The curious-minded have for years been entertained by a legend—said to have been

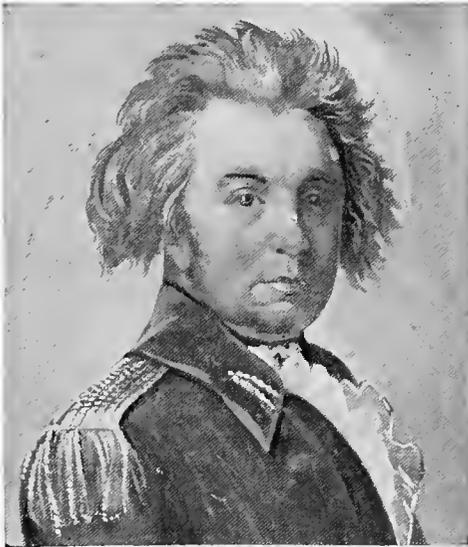


TWO PIONEER HUNTERS, "UNCLE WILL" AND "OLD SOL."

From pictures copyrighted by T. H. Smith, Strathroy.

told by Col. Talbot to Mrs. Jamieson in 1837—that Kettle Creek derived its name from the fact of one of his men having dropped a kettle into the stream. The truth is that long before the Colonel saw the creek it was called “Chaudiere” by the French, so that “Kettle” is but the Anglicized form of the early French name. Coming to the year 1791, when Quebec was divided into two Provinces, Col. John Graves Simcoe became the first Lieut.-Governor of Upper Canada. Early in that year Col. Simcoe had written to Sir Joseph Banks, President of the Royal Society, concerning his plans, on which occasion he said :

“For the purposes of commerce, union, and power, I purpose that the site of the colony should be in that great peninsula between the Lakes Huron, Erie, and



GOVERNOR SIMCOE.

From an oil painting presented to Bishop Cronyn by near relatives of the Governor, and kindly loaned by Huron College.

Ontario, a spot destined by nature, sooner or later, to govern the interior world. I mean to establish a capital in the very heart of the country, upon the River La Tranché. * * * The capital I mean to call Georgiana, and aim to settle in its vicinity Loyalists, who are now in Connecticut, provided that the Government approve of the system.”

Arriving at Quebec, Governor Simcoe met Col. (then Lieutenant) Talbot, who became his private and confidential secretary. After the meeting of the first Legislature, in 1792, Simcoe planned an overland journey to Detroit, and this was accomplished. Major Littlehales, who formed one of the party, kept a diary of the trip. The whole of it was never preserved, but the portion which relates to this

section is still in existence. The fragment was for years among the treasures of the late Col. Askin, upon whose death it passed into the hands of the late Col. Shanly. Among his private papers it was found at his death, and is now a valued historical heirloom in the keeping of Mr. Charles Shanly, of the Post Office Department. The first page of it, in a *facsimile* of the handwriting of Major Littlehales, appears on the opposite page. The document is as follows :

JOURNEY TO DETROIT FROM NIAGARA,

WRITTEN BY MAJOR LITTLEHALES.

1793
Feb. 4th. On Monday his Excellency Lt.-Gov'r Simcoe accompanied by Cap'n Fitzgerald and Lt. Smith of ye 5th Reg't, Lt. Talbot, Grey, Givens and Major Littlehales, left Navy Hale in sleighs and proceeded through the Concessions parallel with Lake Ontario to the 12-mile Creek. The roads being very indifferent and wet, owing to the unusual mildness of the season, we were obliged to



GOVERNOR LORD ELGIN.

From an engraving kindly loaned by Talbot Macbeth.

stop there a short time. Reached the 20-mile Creek in the evening; slept at one of Col. Butler's houses.

5th. Upon arriving at the 40-mile Creek, an express arrived from Kingston, brought by two Mississauga Indians. This circumstance detained the Gov'r till the next day, when, with some difficulty, we reached Nellis' at the Grand River (or Ouse), being obliged to cross the Mountain which bore sad relics of devastation occasioned by a hurricane the preceding Autumn.

7th. About 12 o'clock we arrived at Capt'n Brant's, at the Mohawk Indian Village, going along on the ice on the Grand River with great rapidity for a considerable way. The country between this place and Niagara, a distance computed about 70 miles previous to ascending the Mountain (considered a branch of the Alleghany), the settlement is in a tolerable state of improvement, the Mountain is well timbered and richly dressed with Pine, Oak, Beech, Maple, etc. The torrents of rain issued

1893
July 4

Journal of Detroit from Niagara
written by Major Littlehales

On Monday the Cavalry Lt. Gov. Lincoln
accompanied by Capt. F. H. Smith, D. H. Smith of the
5th Co. 1st Lt. H. H. Gray, James & Major Littlehales
left Navy Hall in sleighs and proceeded thro' the
Conceptione parallel with Lake Ontario to the 12
mile Creek the roads being very indifferent and
but owing to the somewhat bad nature of the roads
we were obliged to stop here a short time, reaching
the 12 mile Creek in the evening about at one of
the Col. Batters houses

Upon arriving at the 12 mile Creek on Tuesday
arrived from Kingston brought by two Messengers
Indians - this circumstance detained the Co.
till the next day, when with some difficulty, we
reached Middleville on the Grand River (or Falls) being
obliged to cross the Mountain which from the late
effects of Devestation occasioned by a hurricane
the preceding Autumn -

At about 12 o'clock we arrived at Capt. Brents at the
Inchick Indian village going along the ice on the
Grand River with great rapidity for a considerable
way, the Country between this place and Niagara
a distance of about 70 miles previous to
ascending the Mountain (considered a branch of
Allegheny) the Settlement is in a tolerable state of
improvement, the Mountain is well timbered, and
richly stocked with Pine Oak Decid. Maple &c. the
forests of Pine extend from the Summit from the
several Creeks which run into Lake Ontario break
the Ground making deep ravines and thereby much
narrowing the River, the Mountains runs parallel with
Lake Ontario

from its summit from the several Creeks which run into Lake Ontario break the ground, making deep ravines, and thereby much diversify the scene. The Mountain runs parallel with Lake Ontario.

On our arrival at the Mohawk Village, the Indians hoisted their flags and trophies of war and fired a *feu-de-joie* in compliment to His Excellency the Representative of the King their Father.

This place is peculiarly striking when seen from the highland above it—extensive meadows around it, the Grand River rolling near it, with a termination of forest. Here is a well-built wooden Church with a steeple, a school, and an excellent house of Capt. Brant's. The source of the Grand River is not accurately ascertained, but supposed adjoining the waters which communicate with Lake Huron; it empties itself into Lake Erie, and for 50 or 60 miles is as broad as the Thames in Richmond in England. Some Villages of the Onondagas, Delawares and Cayugas are dispersed on its banks. While we were at the Mohawk Village, we heard Divine Service performed in the Church by an Indian. The devout behaviour of the women (Squaws), the melody of their voices, and the exact time they kept in singing hymns is worthy of observation.

10th. We did not quit the Mohawk Village till noon, when we set out with 1, Brant and about 12 Indians. Came to an encampment of Mississagues and slept at a Trader's House.

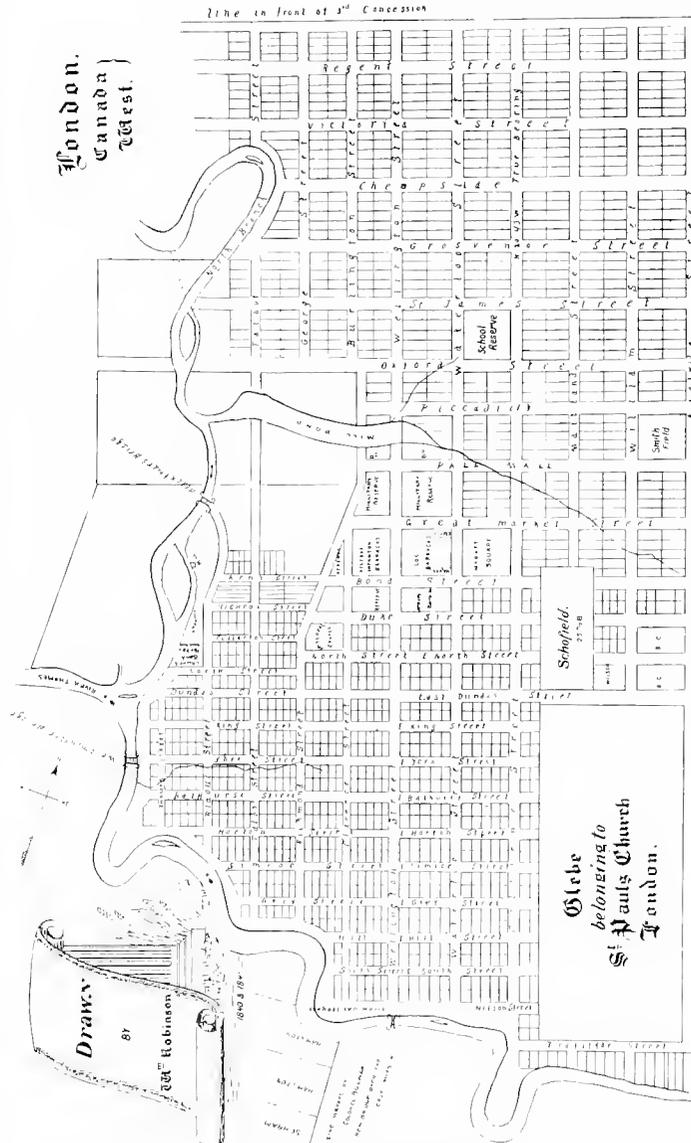
11th. Passed over some fine open Plains, said to be frequented by immense Herds of Deer, but, as very little snow had fallen this Winter, we did not see them. We crossed two or three rivulets through a thick wood, and over a salt lick, and stopped at 4 o'clock to give the Indians time to

make a small wigwam. The dexterity and alacrity of those people, habituated to the hardships incidental to the woods, is remarkable. Small parties will, with the utmost facility, cut down large trees with their tomahawks, then bark them, and in a few minutes construct a most comfortable hut, capable of resisting any inclemency of the weather, covering it with the bark of the Elm. During this day's march we saw the remains of several Beaver Dams.

12th. We went through an irregular woody Country, passed an encampment said to have been Lord E. Fitzgerald's when on his way to Detroit, Michilimackinac and the Mississippi; we passed a fine Cedar grove, and about one o'clock crossed on the trunk of a tree a small branch of the La Tranche (Thames), and soon after crossed the main branch of that River in the same manner. We met a man almost starved, who was overjoyed to obtain a temporary relief of Biscuits and Pork. He was going to Niagara from the Conductor of the Annual Winter Express from Detroit, who we afterwards met. We learnt that the above man had been guilty of theft. We halted in open part of the wood, and litted as the last night. We were much fatigued, and refreshed ourselves with soup and dried venison.

13th. Early this morning the Express from Detroit, with Mr. Clark, a Wyandot and Chippewa Indian, parted from us on their way to Niagara. We went between an irregular fence

of stakes, made by the Indians to intimidate and impede the Deer and facilitate their hunting. After crossing the main branch of the Thames, we halted to observe a beautiful situation—a bend of the River, a grove of Hemlock and Pine, and a large Creek. We passed some deep ravines, and made our wigwam by a stream on the brow of a hill, near a spot where Indians were interred,



PLAN OF LONDON, 1840-41.

NO. ACRES, 2,117.

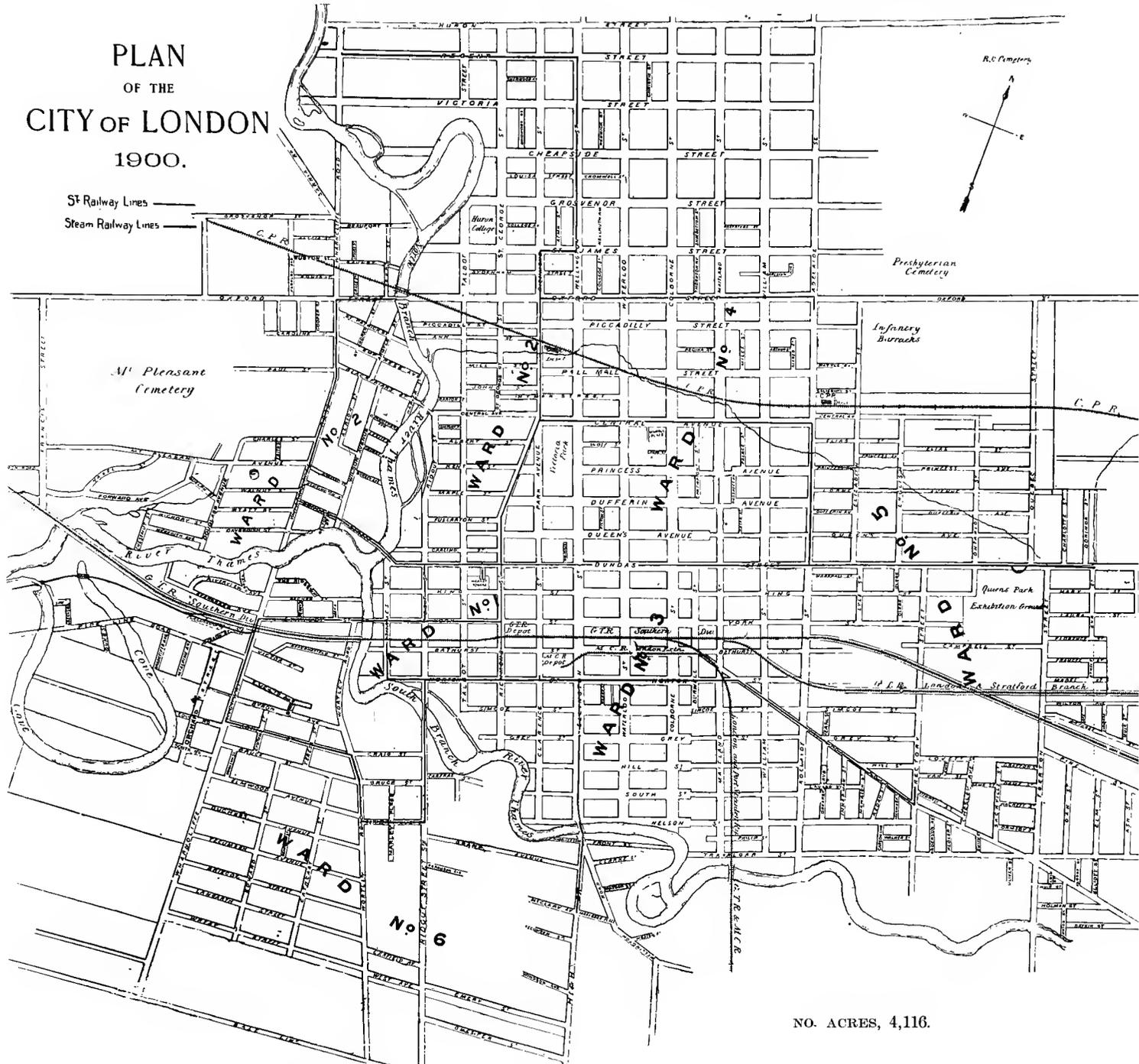
Drawn by Wm. Robinson, Esq.

The burying ground was of earth raised, neatly covered with leaves and wickered over; adjoining it a large pole with painted Hieroglyphics on it, denoting the nation, tribe and achievements of the

cut down. The way of entrapping the animal was curious. Judging correctly of the space the tree would occupy in falling, they surrounded it and closed in so suddenly that the Raccoon could not

PLAN
OF THE
CITY OF LONDON
1900.

St Railway Lines
Steam Railway Lines



deceased, either as Chiefs, Warriors or Hunters. This day a Raccoon was discovered in a very large Elm tree. The Indians gave a most tremendous shout, and all set to work with their tomahawks and axes. In ten or fifteen minutes the tree was

escape, and was killed. The Indians at first amused themselves with allowing a Newfoundland dog to attack it, but it defended itself so well that I think it would have escaped from the dog but for the interposition of the Indians. Several more

Raccoons were traced in the snow, and two of them taken by the same mode. The Raccoons roasted made an excellent supper. Some of the parts were rather rancid, but in general the flesh was exceedingly tender and good.

14th. This day brought us within a few miles of the Delaware Indian Village, where we encamped. The Indians shot some black and other squirrels. I observed many trees blazed, and various figures of Indians (returning from battle with scalps), and animals drawn upon them descriptive of the Nations, Tribes and numbers that had passed; many of them were drawn—especially a Lion. This day we walked over very uneven ground, and passed two Lakes of about four miles in circumference, between which were many fine Larch trees. An Indian, who carried a heavier pack than the rest, was behind, and on overtaking us, said that a white man was coming with dispatches to the Gov'r. This person proved to be a wheeler, who (as we afterward heard) made use

passing several Chippewa Indians upon their hunting parties, and in their encampments, we arrived at a Canadian trader's, and a little beyond, in proceeding down the stream, the Indians discovered a spring of an oily nature, which, upon examination, proved to be a kind of petroleum. We passed another wigwam of Chippewas making maple sugar. The mildness of the winter compelled them, in a measure, to abandon their annual hunting. We soon arrived at an old hut, where we spent the night.

17th. We passed the Moravian Village this day. This infantine settlement is under the superintendence of four missionaries, Messrs. Reisberger, Lenseman, Edwards and Young, and principally inhabited by Delaware Indians, who seem to be under the control, and in many particulars, under the command of those persons. They are in a progressive state of civilization, being instructed in different branches of agriculture, and having already corn fields at this place. Every respect



OLD VIEW (ABOUT 1833) OF BUSINESS SECTION OF LONDON, FROM RIDOUT STREET TO RIVER.

From a water-color painting made by the late James Hamilton, and kindly loaned by F. Cronyn.

1—First red brick built in London, by Dennis O'Brien (?); 2—Court House; 3—Magazine; 4—Wilson & Hughes' law office; 5—Mechanics' Institute; 6—Residence of Rev. Benj. Cronyn in 1832; 7—Residence of John Jennings; 8—Dalton's soap factory.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

of that plan to get supplied with provisions and horses to the Grand River, and from thence with an Indian guide to Detroit. He quitted us under the plausible pretence of looking for land to establish a settlement.

15th. We breakfasted at the Delaware Indian Village, having walked on the ice of the La Tranche for five or six miles. Here we were cordially received by the Chiefs of that Nation, and regaled with eggs and venison. Capt. Brant being obliged to return to a Council of Six Nations, we stayed the whole day. The Delaware Castle is pleasantly situated upon the high banks of the Thames. The meadows at the bottom are cleared to some extent, and in summer planted with Indian Corn. After walking 12 or 14 miles this day, part of the way through Plains of White Oak and Ash, and

was paid the Gov'r, and we procured a seasonable refreshment of eggs, milk and butter. Pursuing our journey, eight or nine miles, we stopped for the night at the extremity of a new road cut by these Indians, and close to a Creek. Mr. Grey missed his watch, and being certain that he left it at our last encampment, two of the Indians observed his anxiety about it, proposed and insisted on returning for it. They accordingly set out and returned with it the next morning. The distance there and back must have been 26 miles.

18th. Crossing the Thames and passing a new log house belonging to a sailor named Carpenter, passed a thick swampy wood of black walnut, where His Excellency's servant was lost for three or four hours, we came to a bend of the La Tranche, and were agreeably surprised to meet 12

or 14 canoes coming to meet and conduct the Gov'r, who, with his suite, got into them, and about four o'clock arrived at Dalson's, but previously reconnoitered a fork of the River, and examined a mill of a curious construction erecting upon it. The settlement where Dalson resides is very promising. The land is well adapted for farms, and there are some respectable inhabitants on both sides of the River. Behind it to the south on a range of spacious meadows, Elk are continually seen upon them, and the pools and ponds are full of Cray fish. From Dalson's we went to the mouth of the Thames in canoes, about 12 miles, and saw the remains of a considerable town of the Chippewas, where, it is reported, a desperate battle was fought between them and the Senecas, and that the latter were totally vanquished and abandoned their dominions to the conquerors. Certain it is that human bones were scattered in abundance in the vicinity of the

We had bad weather the whole of the time we stopped here—sleet and snow storms. Gov'r Simcoe reviewed the 24th regiment and the garrison; examined Fort Lenault and the rest of the works, and then went in a calash to the River Rouge, where we saw a compact, well-built sloop almost ready to be launched. The merchant vessels are here laid up in ordinary during the winter months (when the Lakes are not navigable) in the same manner as His Majesty's ships, which are placed under the protection of the guns of the fort. We went to see the bridge where Pontiac, the Indian Chief, after being unsuccessful in his treacherous attempt to surprise Detroit, made a stand, and so much slaughter ensued of British troops that it is distinguished by the name of the Bloody Bridge. The distance between Detroit and Niagara by the route we came is about two hundred and seventy miles. The distance is greater by Lake Erie. 23rd. Early on Saturday morning the Gov'r left De-



VIEW OF COURT HOUSE AND KENSINGTON BRIDGE.

ground, and the Indians have a variety of traditions relative to this transaction. Going along the bordage of the Lake St. Clair we came to the north-east shore of the River of Detroit; Canadian militia fired a *feu-de-joie*. Soon afterward we crossed the River in boats, but were much impeded by the floating ice, and entering the garrison of Detroit, which was under arms to receive His Excellency Lieut.-Gov. Simcoe, and upon his landing, fired a royal salute. Detroit is situated in the strait between Lake Erie and Lake St. Clair. The Canadian inhabitants, who are numerous, occupy both sides of the River. Their property in land is divided into three or six acres in front, on which their houses, barns, etc., are built, by 50 in depth, which constitutes their farm and apple orchards; this, with a few large windmills dispersed on the banks of the strait, gives an appearance of *respectability* and population. Many beautiful Islands enrich the view. The country about Detroit is perfectly level and flat.

troit, and the same firing and ceremonies as on his arrival took place. We returned by Lake St. Clair, and in the evening reached Dalson's, about 40 miles.

24th. The weather was very bad. Lt. Smith read prayers to the Gov'r, his suite and those of the neighborhood who attended, and we stayed at Dalson's the whole day.

25th. It froze extremely hard, which enabled us to go on the ice in carioles up the Thames to the high bank where we first met the carioles when on our way to Detroit. Col. McKee, Mr. Baby and several of the principal inhabitants accompanied the Gov'r thus far; here we separated, and each taking his pack or knapsack on his back, we walked that night to the Moravian Village.

26th. We were detained at the Moravian Village till noon to hear divine service performed by two of the ministers, one speaking extempore from the Bible, the other expressing it in the Indian tongue. To-day we went a little beyond one of

our former wigwams, crossing some runs of water, ravines and through lands which abounded with Basswood, Hickory and Ash.

27th. We continued our journey and reached the Delaware Village. Some Chiefs returning from their hunting were assembled to congratulate the Gov'r on his return, and brought presents of venison, etc. In the evening they danced—a ceremony they never dispense with when any of the King's officers of rank visit their Villages.

28th. At six we stopped at an old Missessague hut upon the side of the Thames. After taking some refreshments of salt pork and venison, well cooked by Lt. Smith who superintended that department, we, as usual, sang "God save the King," and went to rest.

Mar. We set out along the banks of the River, then ascending a high hill, quitted our former path and directed our course to the northward. A good deal of snow having fallen, and still on the ground, we saw traces of otters, deer, wolves,

to examine this situation and its environs, therefore we remained here all day. He judged it to be a situation eminently calculated for the metropolis of all Canada. Among many other essentials, it possesses the following advantages: Command of territory, internal situation, central position, facility of water communication up and down the Thames into Lakes St. Clair, Erie, Huron and Superior, navigable for boats to near its source, and for small crafts probably to the Moravian Settlement to the southward; by a small portage to the waters flowing into Lake Huron to the south-east; by a carrying place into Lake Ontario and the River St. Lawrence; the soil is luxuriantly fine; the land rich, capable of being easily cleaned and soon put into a state of agriculture; pinery upon a knoll, other lumber upon the height, well calculated for the erection of public buildings; a climate not inferior to any part of Canada. To these natural advantages an object of great consideration is to be added—that



DUNDAS STREET (ABOUT 1840), LOOKING WEST FROM WELLINGTON STREET TO COURT HOUSE.

From an engraving kindly loaned by V. Cronyn.

The sketch for this was probably taken about 1840, certainly prior to 1844. The church to the right, St. Paul's, was burnt down on Ash Wednesday, 1844.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

bears and other animals, many of which being quite fresh induced the Mohawks to pursue them, but without success. We walked 14 or 15 miles, and twice crossed the River and a few Creeks upon the ice. Once close to a Chippewa hunting camp and opposite to a pine terrace, we encamped on its banks near a bay. The Gov'r and most of the party wore moccasins, having no snowshoes. These he had before found necessary on the course of his journey.

2nd. We struck the Thames at one end of a low, flat Island, enveloped with shrubs and trees. The rapidity and strength of the current were such as to have forced a channel through the main land, being a peninsula, and formed this Island. We walked over a rich meadow, and at its extremity came to the forks of the River. The Gov'r wished

the enormous expenses of the Indian Department would be greatly diminished, if not abolished. The Indians would, in all probability, become carriers of their own peltries, and they would find a ready, contiguous, commodious and equitable mart, honorably advantageous to the Government and the community in general, without their becoming a prey to the monopolizing and unprincipled trader.

The young Indians, who had chased a herd of deer, in company with Lt. Givins, returned unsuccessful, and brought with them a large porcupine, which was very seasonable as our provisions were nearly expended. This animal afforded a very good repast, and tasted like a pig. The Newfoundland dog attempting to bite the porcupine, his mouth was filled with the barbed quills and

gave him exquisite pain. An Indian undertook to extract them, and with much perseverance plucked them out one by one, and carefully applied a root or decoction which speedily healed the wounds.

Various figures were delineated on trees at the forks of the River Thames, done with charcoal and vermilion. The most remarkable were the imitation of men with deer's heads.

We saw a fine eagle on the wing, and two or three large birds, perhaps vultures.

3rd. We were glad to leave our wigwam early this morning, it having rained incessantly the whole

to the encampment we left on the 14th of February, and were agreeably surprised by meeting Capt. Brant and a numerous retinue, among them four of the Indians we had despatched to him when first altered our course to the forks of the River Thames. Two of the party had just killed a buck and a doe. One of the Indians, wishing to preserve the meat from the wolves, or to show his activity, climbed up a small tree of ironwood, which, being elastic, bent with him till it nearly touched the ground; then, hanging the meat upon the tree, it sprang back into its original position.

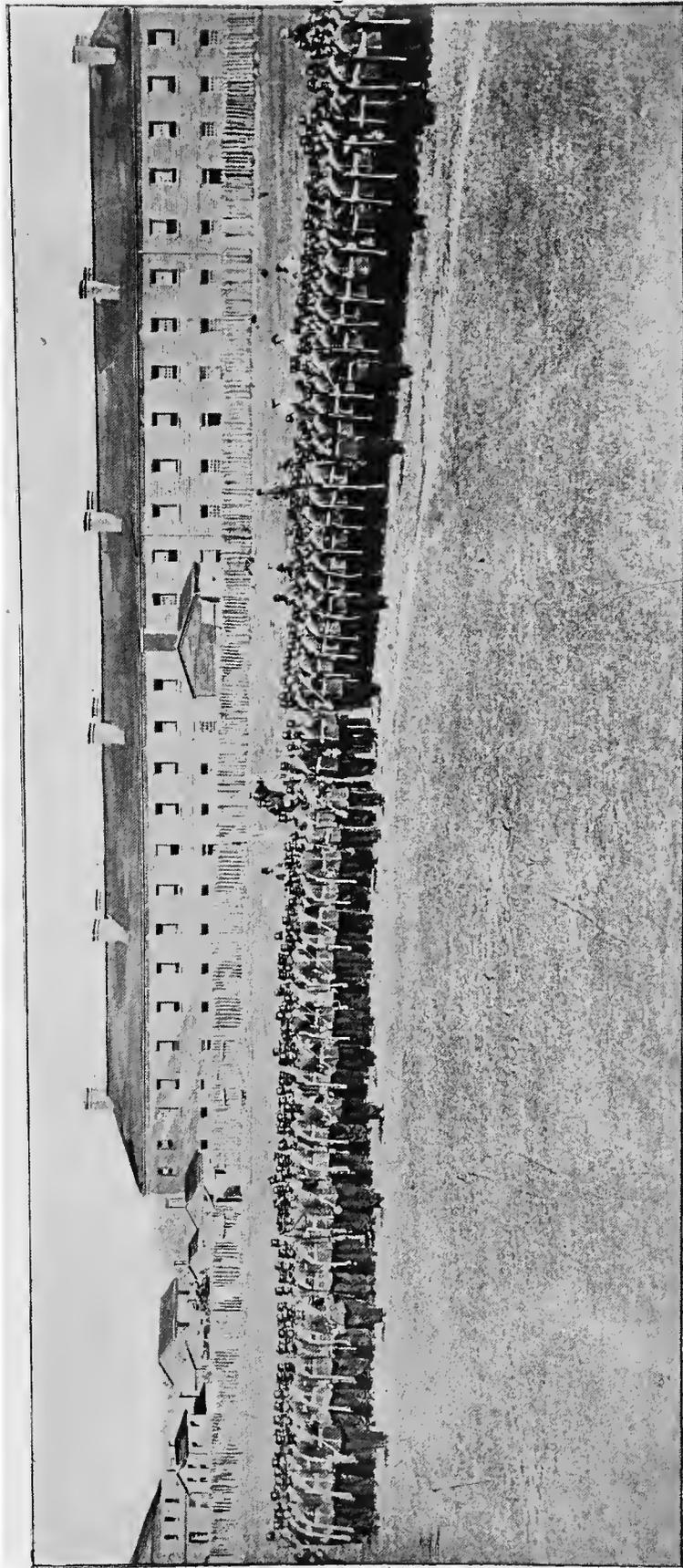


DUNDAS STREET, LOOKING EAST FROM RICHMOND.

night; besides, the hemlock branches on which we slept were wet before they were gathered for our use. We ascended the height, at least a hundred and twenty feet, into the pinery already mentioned; quitting that, we came to a beautiful plain with detached clumps of white oak and open brooks; then crossing a creek running into the south branch of the Thames, we entered a thick swampy wood, where we were at a loss to discover any track, but in a few minutes we were released from this dilemma by the Indians making a cast, soon decided our path to Detroit. Ascending a hill and crossing a brook, we came at noon

The meat was secure till morning, when he cut down the tree. During this day's march it rained without intermission, and last night it thundered and lightened severely. The brooks and rivulets

Here the manuscript ends abruptly, but we have sufficient to show the impressions of those who saw London before the first house had been begun. They found a "beautiful situation, formed by a bend of the river—a grove of hemlock and pine, and a large creek."



CRICKET SQUARE (VICTORIA PARK)—REVIEW 7TH BATTALION, CONFEDERATE INFANTRY, 1ST JULY, 1867.
FOR 1897 VIEW, SEE OPPOSITE PAGE.



BIRD'S-EYE VIEW VICTORIA PARK, FROM FIRST METHODIST CHURCH.

"The brow of a hill near a spot where bodies were interred" gives us a mental picture of the spot where Elliot's creek joins the river, before "Sifton's Cut" had been made for the railway. Some years ago Indian remains were dug up in the neighborhood of Blackfriars Bridge, and in September, 1895, the skeleton of an Indian maiden, computed to have been buried about seventy years, was found near the Cove Bridge. In the correspondence of Governor Simcoe, and in the state papers of the period, there are frequent references to his plan for establishing the capital of Upper Canada at this point, which he proposed to call Georgiana, in honor of the reigning monarch. He went to England, however, on leave of absence in 1796, and never returned. The

fanciful title is derived from the large number of shade trees. There is ground for this, but in reality London was first called the Forest City because it was surveyed and designed for a city before a tree of the primeval forest had been levelled. From 1745 till July, 1792, when Governor Simcoe formally changed the name by proclamation, the Thames had been known to the French as La Tranche—a slice or cut. Previous to 1745 it had been called La Tranchee—a "trench." Tradition has it that the stream was known to the Indians as the Askunessippi, or the Antlered River." Rev. Dr. Webster had visited the plot of what is now London, when the spot was a forest. Sixty years



THE LATE COLONEL TALBOT.



COLONEL TALBOT'S RESIDENCE AND CHURCH AT TYRCONNEL.

capital had in the meantime been transferred to Little York (Toronto).

On the 21st of May, 1803, the Governor's erstwhile secretary, Colonel Talbot, chopped down the first tree in the Talbot settlement, in what was then known as the London District. The courts for the district were held first at Turkey Point till the court house was destroyed by fire in 1815, when it was re-erected at Vittoria. Here again the court house was burned, and in 1826 it was ordered by the Legislature that the courts should in future be held "within some part of the reservation heretofore made for the site of a town, near the forks of the River Thames, in the townships of London and Westminster, in the county of Middlesex." Here, then, we have the genesis of London. To-day we call it the "Forest City," and many believe the

afterwards, in 1870, he wrote this description of it as it first appeared to him :

"North of Dundas street, and in some places south of it, was a thick pinery. Behind where the old barracks were built, and on the rising ground north of the old fair grounds, and off the little stream (then called English's Creek) which runs into Lake Horn, was a heavy growth of oak, maple and beech; while down in the direction of the railroad station was hardwood mixed with pine, more especially so to the east. In the vicinity of Strong's hotel was a narrow, deep swamp, running toward the old tanneries, west of the railroad station."

To the reader of to-day how vague that description. Of the distinctive landmarks, Dundas street only remains.

The decision to erect the county buildings at the forks having been arrived at, Thomas Talbot, Mahlon Burwell, James Hamilton, Charles Ingersoll and John Matthews were named as commissioners to superintend the

construction. They met at St. Thomas in March, 1826, and the following year the buildings were completed. The firm of Ewart & Parke were the contractors. Mr. Ewart lived in Toronto, and seldom or never visited London, so that the work was left in the hands of the junior member of the firm, the father of our late police magistrate. The building was in appearance much as it is to-day, save that in 1878 the front portion was enlarged to about twice its former size, making six turrets instead of four. The court house, it is not generally known, was the first building in London to be heated by hot air, this being done when Mr. Niles was Warden. The fur-

testimony is that it was located on the south-west corner of King and Ridout streets. A few weeks afterwards John Yerex erected a log house on the north-west corner of York and Ridout streets, which stood for many years within the memory of residents still in their prime, and therein was born the first white native of London, Nathaniel Yerex. He died a few years ago in Indiana. In 1826, also, Levi Merrick built the first bridge over the Thames into London, at York street. Up to this time all passage of the stream had been by fording or ferry. A family named Beverly had a ferry as early as 1816. It was merely a canoe ferry, and was

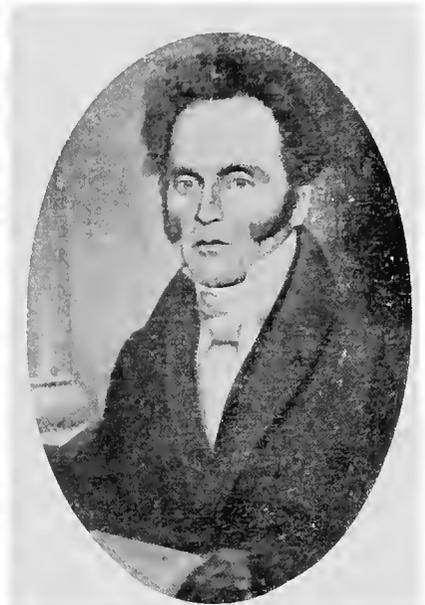


THOS. CARLING,

whose marriage is the first recorded in London district.



THE LATE JUDGE WILSON.



THE LATE COLONEL BURWELL.

nace was built by Dean Tiffany, of Delaware. The conditions of settlement in this district were that a settler should be granted a lot on building a shanty 18x24, receiving the patent on payment of £8. Col. Talbot, the administrator, granted many patents on these conditions, the first survey being bounded by what is now Queen's Avenue, Wellington street, and the river. The first clearing, on what is now the largest inland city in British North America, was made in the fall of 1826, by Peter McGregor, who erected a log shanty. The exact location is a question of human memory, never to be absolutely depended upon. Hon. G. J. Goodhue, in his later years, was convinced it was on Talbot street, between York and King, but the bulk of

located nearly three-quarters of a mile below "The Forks." There a Mr. Applegarth had erected a very comfortable log house, plowed some ten acres of the river flats, and undertook to raise hemp for the English market, a bounty being paid at that time to encourage its growth. For some reason, never explained, Applegarth left, and the land with all its improvements became the property of Walter Nixon. Until the survey of the town site, that was the high road from Westminster to London. Immediately after the first settlement commenced in the village, the steep hill west of Westminster bridge was graded so as to permit teams to pass up and down. The Wharncliffe road was surveyed in 1831. After the build-



VIEW FROM CRICKET SQUARE, SHOWING PINE STUMP FENCE, 1860.



REGIMENTAL GAMES (63RD), 24TH OF MAY, 1864.
From a photograph kindly loaned by Geo. B. Harris.



VIEW FROM ST. JAMES STREET, 1870.
From a photograph kindly loaned by Geo. B. Harris.

THE ABOVE THREE VIEWS SHOW THE CITY LOOKING SOUTH-WEST FROM THE OLD HELLMUTH COLLEGE, OVERLOOKING THE OLD INFANTRY BARRACKS ON THE PRESENT VICTORIA PARK, TO THE CITY HALL.

FOR 1897 VIEWS, SEE OPPOSITE PAGE.



DUFFERIN AVENUE, SOUTH OF VICTORIA PARK, LOOKING WEST FROM WELLINGTON STREET.



CENTRAL AVENUE, NORTH OF VICTORIA PARK, LOOKING EAST FROM RICHMOND STREET.



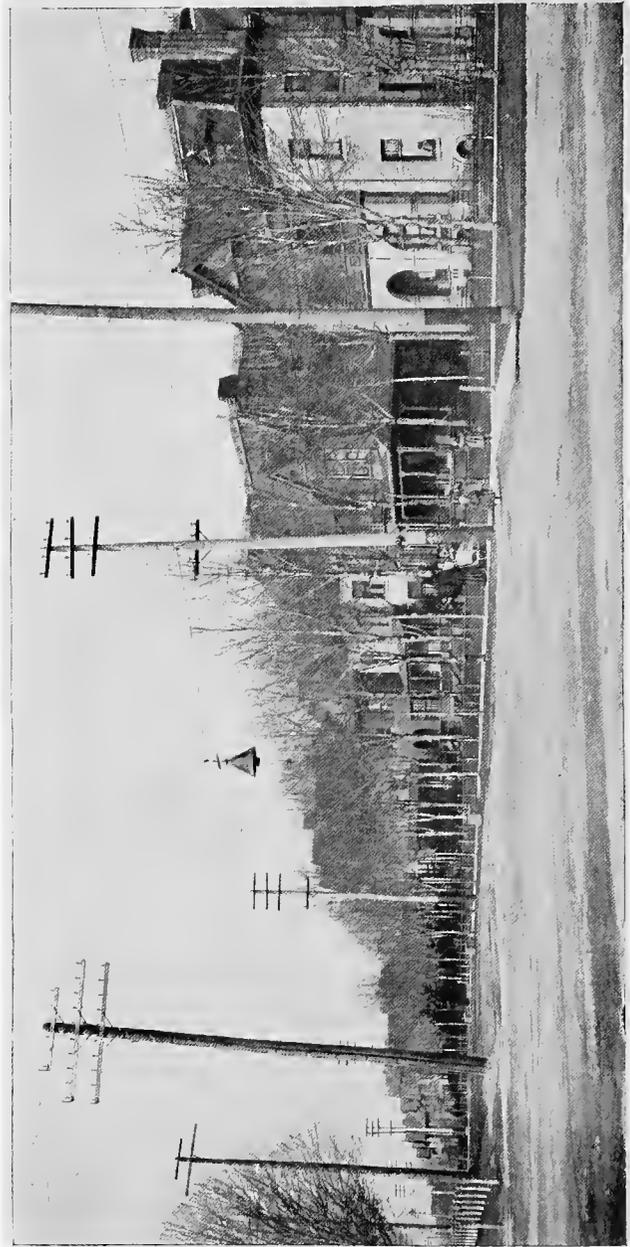
VIEW FROM ST. JAMES STREET, LOOKING SOUTH.

THE ABOVE THREE VIEWS, TAKEN IN 1897, COVER THE SECTION SHOWN AT PREVIOUS DATES ON THE PRECEDING PAGE.

ing of the first bridge there is a certain degree of cloudiness in the record, but it appears certain that the second bridge was that of Blackfriars, erected presumably in 1831 and rebuilt twenty years later. There is equal uncertainty, as to the date of the



WELLINGTON STREET, EAST SIDE OF VICTORIA PARK, 1867.
 Review of 53rd Regiment (now 1st Shropshire King's Own Light Infantry), Confederation Day, 1st of July, 1867.
 VIEW TAKEN FROM CRICKET SQUARE (NOW VICTORIA PARK). FOR 1897 VIEW, SEE BELOW.

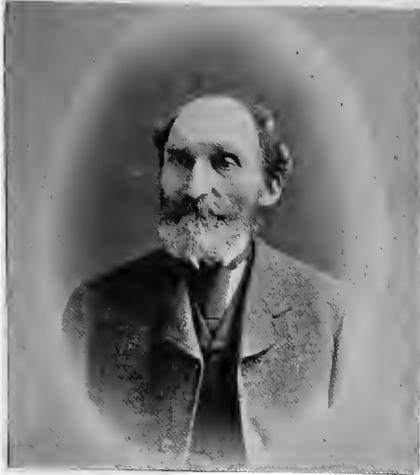


WELLINGTON STREET, EAST SIDE VICTORIA PARK.

first structure over the river at the foot of Wellington street, but it was called "new" in 1840, reported dangerous in 1847, and in the latter year ordered to be rebuilt. The Ridout street bridge was first erected in 1848. It was swept away by a flood. It is related that some of the men engaged in

pile-driving eased their labor by sawing off the tops of the piles by night. This may account for flimsiness in the structure, but the successor to this bridge, built in 1863,

homestead in London South to the mill site, on the city side. This he maintained for private travel. A lawsuit with some of the other residents was the result, they claiming



THE LATE JAMES HAMILTON.



THE LATE L. LAWRASON.
First Police Magistrate.



JUDGE RICHARDSON.

was also swept away by a flood in 1874. In the interval between the building of the first and second bridges at this point a ferry was maintained, and during the low water of

that Mr. Hunt had fenced in the street reservation on the city side. The matter was carried through the courts, the upshot being that Talbot street was opened through Hunt's



OLD VIEW OF LONDON, 1851, AS SEEN FROM THE SOUTH-WEST.

From a painting made by the late James Hamilton.

summer a footbridge—a primitive affair constructed of sugar casks and planks—was in use. During this period the late Charles Hunt erected a bridge from the rear of his

orchard to the river. The bridge soon afterwards fell into disuse, and after being open some time the Council gave permission to close up Talbot street from Simcoe to the



DUNDAS STREET, LOOKING EAST FROM TALBOT, 1860.
FOR PRESENT VIEW, SEE OPPOSITE PAGE.



DUNDAS STREET, LOOKING EAST FROM RIDOUT, 1863.
From a photograph kindly loaned by Thomas Weston, of Chicago.

river, and so it remains. But the bridge is gone. Referring to old Blackfriars Bridge (see illustration on page 49), it may be of interest to note that during the rebellion of '37 sentinels were posted at either end, and no one was allowed to pass who could not give the countersign. The humor of this lies in the fact that at that particular time the water was so low that the river-bed could be crossed dry-shod. In 1871 the bridges at

wooden structures were destroyed or condemned. An additional iron bridge over the river at the west end of King street was in 1898 erected in connection with the sewerage system, the main pipe being carried across the river under the roadway of the bridge. In 1895 the electric railway company made arrangements to cross the bridges where necessary, and made the extensions needed for this purpose. On this point, it may be



DUNDAS STREET, LOOKING WEST FROM RICHMOND.

Dundas and Oxford streets were authorized, though not built till some time afterwards, as private subscriptions were to some extent depended upon. This may be said to have ended the era of wooden bridges, so far as the city was concerned, and in 1875 the erection of the present iron structures began, Blackfriars being the first to be erected, Victoria Bridge was the second, and all the others followed in regular course as the old

stated that there are within the city limits three railway bridges of iron, crossing the river on the lines of the Grand Trunk, Canadian Pacific, and London & Port Stanley Railways, respectively.

The roads of the early days corresponded with the quality of the bridges, and were for the most part "corduroy." Excavations in later days have revealed traces of these primitive roads at a depth of ten or twelve

feet below the present surface of Dundas street. Gravel and broken stone came in due course, and in 1880 a section of the central portion of the city was paved with cedar blocks. In 1895 the blocks were replaced by asphalt resting on a concrete foundation. For some years past there have been laid in various portions of the city sidewalks of flagstone and artificial stone or cement, and during the past year the Council resolved to hereafter lay no more plank sidewalks, and to replace those now existing with cement as they wear out. London was the first city, and so far as we know is still the only one, to undertake to deal with the

his house to the school building. The idea was noticed and the result is known to all who walk our streets in winter. Some give the credit to the late John Plummer for operating the first snow plow. He certainly did operate one on Fullarton street about contemporaneously with Mr. Barrett's, and he may have been the first.

The municipal records of the early days remind one very forcibly that "history repeats itself." The formal minutes of proceedings do not set it down in so many precise words, but it is plain to be seen, reading between the lines, that wire-pulling for trifling advantages was quite as frequent



RICHMOND STREET, LOOKING NORTH FROM DUNDAS, 1864.

From a photograph kindly loaned by Thos. Weston, Chicago.

FOR 1900 VIEW, SEE OPPOSITE PAGE.

question of snow on the sidewalks on a comprehensive, common-sense plan. Instead of requiring the citizens to clean the sidewalks in front of their premises, the corporation has a number of plows, which are driven over the walks after every snowfall. The origin of this is worth noting. Mr. Patrick Barrett, who lived in the old 4th Ward, had a little child six or seven years of age attending school, whom he was in the habit of carrying through the snow from his home on Central Avenue to the old Bond Street School. He conceived the idea of the snow plow, and put it in operation from

on the part of municipal magnates in early days as ever since, and the process was quite as well understood. There were the usual motions, amendments, and amendments to the amendments, varied by an occasional ejection of a councillor from a meeting "for cause," the councillor retaliating by smashing the windows. In 1844 an amendment was sought and obtained to the village charter, and from thence on to the establishment of the town a series of by-laws were enacted for the better government of the locality, that differ, not in principle, but only in degree, from those of our own day. Should one ever

be minded to write an essay on "The Absurdities of Legislation," he may be reminded that a by-law of London's early Council held a householder responsible for a blaze in his chimney; while the Council passed a resolution condemning in the strongest terms those who attended fires from morbid curiosity, and requesting all such to remain at home in future. It was also decreed that all who attended fires should work, under penalty of a period in the cells, and this is still within easy recollection. The really great fires of London are spoken of elsewhere, and

Maple street in 1868, when practically all the houses on the street were on fire at one time. A peculiar incident took place. The military attached a rope to a blazing cottage and hauled it bodily to the center of the thoroughfare, in order to prevent the flames spreading.

In 1874 there was another outbreak of incendiarism, there being sufficient in the course of the year to make an average of within a fraction of three fires every week. The paid fire department had been organized two years previously, and this year (1875) the



RICHMOND STREET, LOOKING NORTH FROM CITY HALL.

it is not designed to follow conflagrations in detail. But reference may be made to the year 1864, when a sensation was caused by a large number of incendiary fires. A reward was ineffectually offered for the capture of the fire-bug. Many ominous whispers were heard as to the origin of the fires, but as they never got beyond the 'bated-breath stage it would be gratuitous to revive them at this late date, and they may have been calumnies at best. But forty men were appointed as special constables to supplement the regular force of firemen. A famous fire took place on

electric-alarm system was inaugurated. The first fire-bell for alarm purposes was rung in London in 1848, a trumpet having been previously used. The bell, yoke and wheel cost \$103. At present there are three fire stations, and the brigade consists of a chief, assistant chief, two foremen and sixteen men, the equipment comprising 9 horses, 3 hose wagons, 1 city truck, 1 aerial truck, 56 alarm boxes, with the necessary hose and fire-fighting implements.

The first "fire-limits" by-law was passed in 1863, though there had been some minor

restrictions as to building operations prior to that time. New enactments have been placed on the books from time to time, and quite as regularly broken—always with the connivance of one of the enactors. This practice has, however, of late years fallen into disrepute. As this is being written the fire limits are being still further extended. In 1865 the incendiary scare gave place to one caused by burglars, and a vigilance committee patrolled the streets at night.

The records of 1843 furnish evidence of London's advance in civilization in an enactment that no cows should be "milked, slopped or otherwise fed on the sidewalks in the town of London." Candor compels the admission that it was many years after London had

then two markets, an east-end market then existing on Wellington street, south of King, the farmers offering their produce for sale in the middle of the street. Later on there was a market house at that place, the westerly building being sawn in two, placed on runners and drawn to the spot. The question of a public market was discussed at an early date in the history of the settlement, and in 1835 a patent was issued by Sir John Colborne, the then Governor, to A. A. Rapeljee, Sheriff of the District of London, and his successors in office, forever "authorizing him to maintain a market place, collect fees, and devote the latter to keeping the market in repair." The market was to afford facilities for the disposal of merchandise of all kinds, as well as farm produce and live stock, and was appointed to be held on the first Tuesday



RICHMOND STREET, LOOKING SOUTH FROM KING, 1865.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

attained the dignity of a city before this by-law was fully enforced.

Up till the year 1843 the meetings of the Council had been held in the one-story store which stood till the spring of 1897 on the north-east corner of Fullarton and Talbot streets. The town hall of later days was on the north-west corner of Talbot and King streets, a frame building which still stands, but is now brick-veneered. When used as a town hall, however, it stood on the Market Square.

The John Hughes who figures as municipal clerk in village days was the present County Judge of Elgin, David John Hughes.

The *Canadian Gazetteer*, of 1846, makes a short reference to London. It says there were

in the months of April, July and October in each year. The patent, signed by Sir John Colborne and Robert S. Jamieson, Attorney General, is still on file in the Sheriff's office, but the power conferred by it has long passed into other hands. The *Gazetteer* also says that London then possessed a theatre. This refers to the old town hall, which had been moved from the Market Square to the north-west corner of King and Talbot streets. This was fitted up as a theatre and opened under the management of John McFarlane, of Detroit, whose wife, Jessie, was an actress, and also danced between the play proper and the after-piece. Many still alive can recollect when the McFarlanes used to play in the City Hall before the Music Hall was constructed. The

theatre was afterwards managed by the late W. Y. Brunton, and it may be added as a matter of history that Maggie Mitchell—now a white-haired old lady living in retirement in New York—appeared there in the character which made her famous throughout the world—"Fanchon, the Cricket." On his last visit to London, the late P. T. Barnum told me he had given a performance some years after the troubles of 1837, but he could not recollect the exact date, in a building near the court

that period was the Dennis O'Brien building, used as a barracks up till 1843, and was a hotel afterwards till as late as the early 50's. Barnum probably referred to the old Mechanics' Institute, where public performances used to be given until the theatre was built on the corner of Talbot and King.

A curious feature about early-day amusements is the fact that in 1813 a lecture on phrenology cost the lecturer thirty shillings (\$7.50) for a license, while a circus license cost



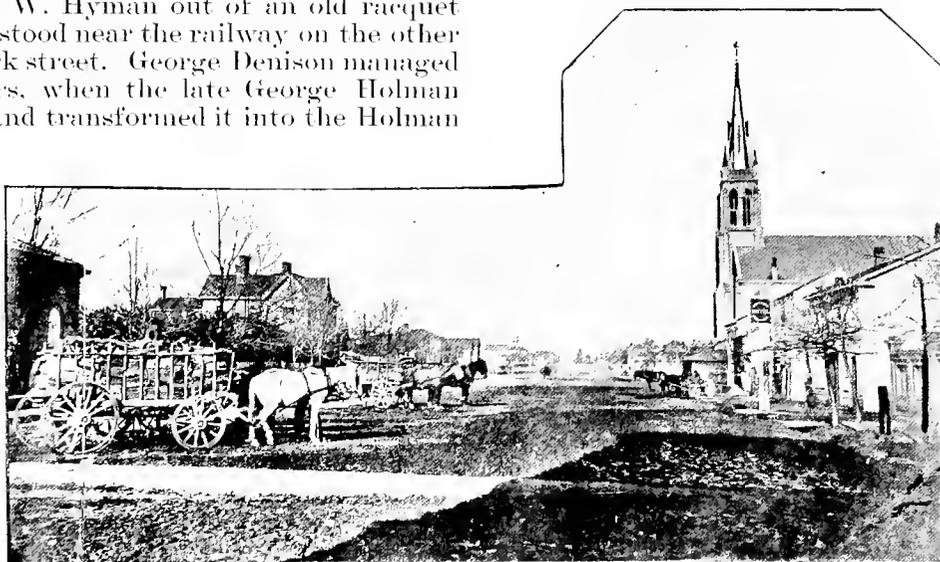
RICHMOND STREET, LOOKING SOUTH FROM MASONIC TEMPLE.

house, and he believed it was a small brick one that stood till recently in rear of the O'Callaghan Terrace. The circumstance was impressed on his mind by the proximity of the hall to the place of the executions of 1837, and by reason of the fact that his party had excited the ire of the townspeople because one of the performers had played "Yankee Doodle," and they were obliged to make a surreptitious departure. Barnum was doubtless mistaken. The only brick building in rear of O'Callaghan Terrace as far back as

fifty shillings (\$12.50). The proprietor of a learned pig also paid thirty shillings license. In the same year a license was issued to sell spirits for one evening in the Theatre Royal, which was part of the present O'Callaghan Terrace building, and afterwards used as a barracks. It is worth noting that the oldest native-born inhabitant of London now living, Mr. V. Cronyn, attended the lecture referred to. It was delivered in the old Mechanics' Institute on the court house square. In 1840 the military set up a theatre where the public library

now stands. It was afterwards burned. In 1844 a number of young men fitted up a temporary theatre out of a barn located back of the present police station, and gave a series of performances. Here Simcoe Lee, afterwards celebrated throughout the whole of America, and now an inmate of the Forrest Home, made his first appearance. He played a female part, and the performance was interrupted by his father walking on the stage and taking him off. Among those who took part were the present Sir John Carling, the late Sheriff Glass, and ex-Mayor David Glass. The first Music Hall, on the corner of Richmond and York streets, was constructed by the late E. W. Hyman out of an old racquet court that stood near the railway on the other side of York street. George Denison managed it for years, when the late George Holman bought it and transformed it into the Holman

“there were excellent roads in all directions.” This must be construed as meaning excellent by comparison, but as a matter of fact at the period referred to there were as good roads as could be found anywhere in America in settlements of the same age. There were from London to Hamilton, eighty miles, a plank and macadamized road; from London to Port Stanley, twenty-eight miles, a plank road; from London to Chatham, sixty-five miles, a well-graded, well-bridged and well-drained earthen road; from London to Sarnia, sixty-five miles, earthen also. A few years after, say 1850-51, from London to St. Mary's



NORTH STREET (NOW QUEEN'S AVE.), LOOKING EAST FROM POST OFFICE, 1860.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

Opera House. This gave place to the Masonic Temple, destroyed by fire in the present year. From its erection in 1880 till it was burnt, C. J. Whitney, of Detroit, was the lessee, with the exception of a five-year term when Charles Shaw was lessee. In the late '60's and early '70's Spettigue Hall, now Duffield's Block, was a theatre, and a theatre was also inaugurated in the Mechanics' Institute building. This was burnt in 1898, but rebuilt by the present proprietor, Alex. Harvey, and is the London Opera House. On the union of the Methodist bodies, the Methodist Episcopal Church, corner of Colborne street and Queen's Avenue, was sold to P. Cook, who leased it to George Holman. It was fitted up and used as a theatre, but was not successful, and existed only one season.

It is also stated in the *Gazetteer* that

and Blanchard, thirty miles, macadamized and gravel roads were constructed. From London to Ryan's Corners, a distance of over thirteen miles, a joint stock company, with a capital of eight thousand pounds, in shares of five pounds each, built the Proof Line Road. Upwards of four hundred thousand dollars were expended making these roads; most of them by direction of Hamilton H. Killaly, the then president of the Board of Works, and representative in parliament. There were stages daily to Hamilton and Chatham, every other day to Sarnia and Port Stanley, and twice a week to Goderich. There were ten churches, one weekly newspaper, and one daily mail. The population was given as 3,500. The stage fares were: To Chatham, 17s. 6d.; Wardsville, 10s.; Goderich, 15s.; St. Thomas, 3s. 9d.; Port Stanley, 5s.; Woodstock,

6s. 3d.; Brantford, 11s. 3d.; Hamilton, 15s.; Sarnia, 15s. If the roads were "excellent," a man could have made good wages, at the rates then current, by walking.

The year 1846 marked a distinct era in the architecture of London, for then was erected the first brick residence within the municipal borders. There were three brick houses put up, the owners being respectively Dennis O'Brien, Dr. Lee, and Cyrus Sumner. The evidence is conflicting as to which was the first, but it in all probability was that of O'Brien. Such points are confused by erroneous statements made in print, and preserved. One such is to the effect that thirty years

such till the erection of the club house on Queen's Avenue, and is now incorporated in the rear portion of the Thompson House. Apropos of this, it may be said that the first "swell" houses of stone remain to this day. The first to be built was the present residence of Mrs. John Beattie, by John (afterwards Judge) Wilson, about 1842, followed by that of Rev. Mr. Cronyn (afterwards the Strathy homestead) on Dundas street east.

Municipal waterworks date back to 1830. In the accounts of the district for 1837 there appears this entry: "To paid Allen Buskirk for pump on public square, £2 10s." This was probably for repairs. Prior to that time the



QUEEN'S AVENUE, LOOKING EAST FROM POST OFFICE.

ago there was not one brick house on Richmond street south of King save the Tecumseh House and Nichol's livery stable. The fact is that the Farrell (now O'Hearn) terrace and the McCormick homestead were erected years before, while the inner walls of Hunt's block are partially built of bricks taken from the "Ein Duetschen Haus" which stood on the same site. Another fact is that the first brick residence of any great pretensions was built on the south side of King street, near Richmond. It was the residence of Marcus Holmes. In later years it became the first home of the London Club, and continued

source of supply had been the river and springs along the bank, but in that year a well was sunk on Ridout street, from which pipes were run to the jail, where a reservoir was constructed. As in the days of Hezekiah, they "made a pool and a conduit and brought water into the city." This system was extended and the "town wells" were a municipal institution till 1853, when the Legislature was petitioned for an Act giving power to erect waterworks. In the meantime a system of tanks was put in at various cross-streets, and a couple on the market square, where also were two excellent wells, one at the

north-west corner of the old fish market, the other at the rear of the City Hall. From this pump an eccentric character known as "Old Yorkie" used to supply the neighboring stores and hotels, his apparatus being a barrel hung between wheelbarrow shafts. His name no one ever seemed to know, and as for his nickname, "Old Yorkie," some said it arose from the fact that he was a Yorkshire man, while others held that it was because he charged a York shilling a barrel for water. There were also pumps before many, if not all, of the hotels, and "Carter's hotel pump" was a landmark on the corner of Dundas and Clarence streets (the site of the present Odd-fellows' Hall) till 1872, when the building was burnt.

In 1854 the London and Westminster



JOHN JENNINGS.

Appointed the first Town Warden of London, on its separation from the Township of London for municipal purposes in 1838.



HON. G. J. GOODHUE.

First President of Council, 1840.

Waterworks Company was formed, intending to draw from the Westminster ponds. The project fell through because of a suspicion that the ponds were of surface water, as in later years was proven to be the case. A new company applied for a charter in 1876, and the then city engineer reported in favor of Wilson's springs, on the 6th concession of London township, as a source of supply. At the close of 1877 the Council decided on the present site, and the works were built the following year. This was not accomplished without a great deal of preliminary work, the active advocates of the scheme being headed by Sir John Carling and the late E. W. Hyman, who for their efforts were unani-

mously elected the pioneer water commissioners; while the antis were led by the late Dr. V. Brown, who contended that a comprehensive sewerage system should precede or accompany the waterworks. So far as London is concerned, the matter is beyond the stage of disputation now. We have both. Extensive additions have been made each year to the supply pipes, and no city on the continent is furnished with better water, fresh from the springs. It had been intended at first to do all the pumping by hydraulic power, but of late years steam power has been added and both systems are now at command. Springbank, the name given to the waterworks property, is a charming natural park about

four miles down the river. It is accessible by boat, and the electric railway runs to the park. Without going into scientific details, it may be broadly stated that the water is free from all impurities, being supplied to the citizens precisely as it bubbles from the hillside of limestone formation. The best practical test of its purity is the fact that brook trout live and flourish in it, which would not be the case were the water in any way contaminated.

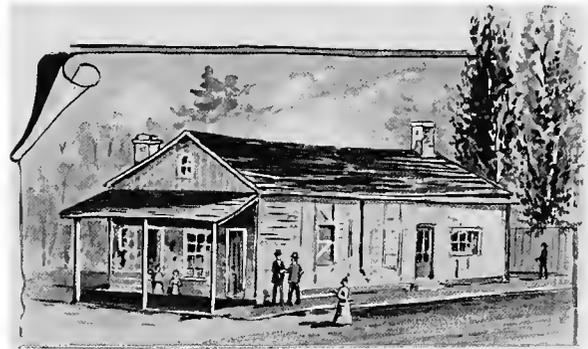
The question of hospital accommodation was forced upon the people of early London in an emphatic and unpleasant manner. In 1832 Asiatic cholera of the most virulent type appeared, and so severe were its ravages and the fright it occasioned that it has been said

the late Captain Groves was eventually the only person to attend the sick. The first medical man to settle in London, Dr. Archibald Chisholm, had died two years previously. Dr. Stinson, whose daughter was one of the pioneer school teachers, was prostrated by attending his own wife, who died of the disease, and Dr. Hiram Lee was kept busy dispensing. The statement concerning Capt. Groves may be received with due allowance, giving him, however, all credit for his humanity. A number of immigrants had arrived, and it is altogether probable that the residents of the place found their time fully occupied in looking after their own sick or removing their families from the danger of contagion. Pos-

special burying ground procured. This was doubtless the old Potter's field on the block east of where the drill shed now stands. The cholera victims had been interred in the cemetery at the foot of North street. Apropos of the Scotch immigrants, the writer recalls a conversation he had some years ago with the late Murray Anderson. That gentleman said he had trusted many of these destitute persons for stoves on their taking up land in the surrounding wilderness, and he added that he never lost a cent, though he had no security but their bare word—a tribute to the sterling honesty of the old pioneers. A cognate remark was once made by ex-Mayor Campbell to the effect that he never lost a dollar by a man who had to make his mark. The shed that had been erected as a hospital was fired by an incendiary, probably from fear of contagion. In 1855 a building for hospital purposes was erected on the Hamilton Road, east of where the "One Horse Tavern" then and for a long time afterwards stood. It contained four wards, each with accommodation for ten patients, Michael and Mrs. Audley being the steward and matron respectively.



SIMEON MORRILL.
First Mayor of London, 1848.



FIRST COUNCIL CHAMBER.
North-east corner Fullarton and Talbot Streets.

sibly the immigrants objected to nurses. Rev. Dr. Norman McLeod in one of his works tells of a country town in Scotland where a stranger nurse was refused even lodgings, lest she should spread the disease. In 1849 cholera again appeared, Dr. Going taking charge of the victims; and there was a third visitation of the disease in 1854, when several deaths occurred. It made its appearance for the fourth time in 1866, but the disease obtained no foothold. In this year S. McBride was chairman of the Board of Health, and Constable Hobbins health officer. The first record of a hospital appears in 1847, when a large number of sick and destitute immigrants arrived from Scotland. A shed was erected for them on the Market Square, and a

This building was also fired by an incendiary. The hospital was then for a time located in the military buildings, and in 1862 the two-story frame house still standing on the south-east corner of York and Thames streets was secured for hospital purposes, but the hospital was some years later again located in the military buildings till the building on South street, between Maitland and Colborne, was completed in 1875 and formally opened by the Governor-General. Before that time there had been no hospital surgeon, an officer known as the city physician, which office Dr. Moore held for years, paying stated visits. Dr. Hagarty succeeded him in this capacity. The first resident superintendent

CITY OF LONDON,



EARLY VIEW OF LONDON, FROM WEST SIDE OF RIVER.
From a painting made by the late James Hamilton.



RIDOUT STREET, LOOKING NORTH FROM DUNDAS, 1863.
From a photograph kindly loaned by Thos. Weston, Chicago.

of the hospital was Dr. Kains, his successors being, in the order named, Drs. Burkholder, Wilkinson, Jas. T. Wilson, Wilkinson (second term), Belton, and Balfour, the present occupant of the position.

During 1898 plans and specifications were prepared for a city hospital on a scale of magnitude that gives us at present a building capable of answering all demands upon it for years to come. It comprises administration buildings, in which are situated the quarters of the surgeon and nursing staff; a children's ward, a consumptives' ward, contagious diseases buildings, and commodious pavilions for the sick

trations of which are given, stand high in the reports of the Government inspector. The following are the members of the medical staff, the appointments being for life: Consulting surgeons—Dr. Niven, Dr. Waugh; consulting physicians—Dr. Moorehouse, Dr. MacLaren; active surgeons—Dr. Wishart, Dr. Williams, Dr. Jento, Dr. Belton; active physicians—Dr. George H. Wilson, Dr. Drake, Dr. Hodge, Dr. McCallum; active gynecologists—Dr. Meek, Dr. Moore, Dr. John D. Wilson, Dr. Eccles; active obstetricians—Dr. Balfour, Dr. Hogg; active ophthalmologists—Dr. Butler, Dr. McLellan, Dr. Ovens; active physicians



WATERLOO STREET (EAST SIDE), NORTH OF ST. ANDREW'S CHURCH.

of all degrees. It is on the site of its predecessor, which has been partially included in the new building, and has cost upwards of \$100,000. Formerly the city hospital was under the direct control of the Council, but of late it has been managed by a Trust, of whom the city furnishes four members, the mayor being one *ex-officio*. The others are: T. H. Purdom, Col. Lewis, and Thomas McCormick, the latter having succeeded C. F. Complin; James Gilmour, M. P., represents the county. A hospital under Catholic auspices was opened at Mount Hope in 1888, which was the forerunner of the present St. Joseph's hospital on the corner of Richmond and Grosvenor streets. Both of the present hospitals, illus-

and surgeons (children)—Dr. James D. Wilson, Dr. Burdon; pathologists—Dr. Bayly, Dr. Neu; anæsthetist—Dr. H. Stevenson; consulting homœopathic physician and surgeon—Dr. Cl. T. Campbell; active homœopathic physician and surgeon—Dr. Jarvis.

In connection with the city institution there is a training school for nurses, many graduates from which are now filling leading positions in various cities on the continent.

The hospital for insane is not a municipal institution, nor is it within the boundaries of the city, though popularly known as the London Asylum. It was removed from Malden at the instance of the Local Government, of which Sir John Carling was a member, in 1870, and

occupies three hundred acres of land just east of the city. It has accommodation for some twelve hundred inmates, and with London Junction on the south, stretching to industrial and exporting establishments on the east and the barracks to the west, it forms the pivot of a thickly-populated district that is for all but municipal purposes a part of the city proper. The first mention of an insane person in the London district was in 1837, when provision was made for the maintenance of a lunatic at a private house.

Among the charitable institutions akin to hospitals to be found in London to-day are the Old Men's Home, the Old Women's Home, the Women's Shelter, the Protestant Orphans' Home, the Mount Hope Orphan Asylum (Catholic), the Convalescent Home, the Children's Shelter (organized under the provisions of the "Children's Protection Act" of Ontario), and the Home for Incurables. Except the Mount Hope Institution, these are not the work of any one church or denomination, but they are all the outcome of the churches and Christian benevolence. Within the past year the Sisters of St. Joseph have secured the building that was formerly Hellmuth Ladies' College, just outside the northerly limits, which is to be used as a home for the aged. All of the churches also have societies under various names devoted to charitable works. They are conducted unostentatiously. The members literally fill the poet's description of those who

"Do good by stealth
And blush to find it fame."

In 1869, Miss Rye visited the city and was entertained by the Corporation in recognition of her work on behalf of the waifs of England, and Mr. Middlemore was in later years given the use of the Ross farm as a temporary shelter for English waifs, under the name of the Guthrie Home. This has been abandoned, and such work is no longer encouraged.

London walked in darkness—temporally, not spiritually—during the first quarter of a century of its existence. There were no street lights, save such as were furnished by the lanterns in front of the hotels, till 1855, when gas was introduced, Barker and Spellman having obtained the gas company's charter two years previously. Since that time—save during a short interregnum in the '60's, when the city and company failed to come to terms—the number of street lights has gone on increasing. Electricity has been employed since that light became general.

It is interesting to reflect in these days,

when we talk, correspond, travel, heat, cook, light and find a motive power for machinery in electricity, that it is just exactly half a century since its first introduction into London. The first telegram arrived here in August, 1849, over a wire from Sarnia. The first long-distance telephone from London connected with St. Thomas. It was put in operation November 18, 1888.

The year 1855 saw London invested with all the dignity of a city. The civic expenditure during the last year of town life had been £74,101 13s. 11d., which seems an enormous sum till it is explained that this amount included £50,000 paid to the London & Port Stanley Railway Company and other extraordinary expenditures. The expenses for the first year of city life were £14,381, which was raised in 1856 to £38,385. In this year the city borrowed £63,000 and consolidated its debt. From this time on the financial records of the city show that aid was given to railroads, schools built, etc., so that the expenditure of no one year can be taken as a guide to the running expenses, as without an elaborate analysis it would be impossible to distinguish between a bonus, an expenditure on capital account, or an ordinary current payment. One method of gauging the growth of the value of the city is to be found in a comparison of the assessed valuation at various periods. Even this must be accepted as only approximate, as there were exemptions, lax methods of assessment, and other causes that prevent the figures being taken at their face value. As to laxity in assessing, it was charged in 1863 that one of the assessors had undervalued his own property. Assessments were then made on the rental, and it was said the assessor had received \$66 in rent, while he had based the assessment on \$48. This led to the resignation of the assessor.

As early as 1863 there began to be rumors of "discrepancies" in the books of the city treasurer, but they blew over when one of the collectors was found to be short in his payment and his sureties had to make good the shortage. The rumors were revived in later years and irregularities were discovered in 1882, when the city treasurer died by his own hand. But to return to the figures, from which, without giving the tables of population and assessment in detail, we may glean a few facts. Leaving out altogether the early days, which are valueless for purposes of comparison, we find that in 1876 the population was 18,196 and the assessment \$8,508,972, or an assessment per individual of about \$468 in round numbers. In 1895 the population had



QUEEN'S AVENUE, LOOKING EAST FROM PETER STREET.



DUNDAS STREET, LOOKING EAST FROM MAITLAND.



WHARNCLIFFE ROAD ABOUT 1850.

From a painting by the late James Hamilton, and kindly loaned by Geo. B. Harris.



JENNINGS' DISTILLERY, 1840, FOOT OF MAPLE STREET.

From a painting by the late James Hamilton, kindly loaned by Geo. B. Harris.

NOTE.—The buttonwood tree shown bare on the right was the largest in the west. Here twenty head of sheep and cattle that had taken shelter from a storm were killed by one stroke of lightning.

nearly doubled, reaching 33,427. The assessed value, however, had not increased in the same ratio. Rather, it had decreased, showing an assessment of \$437.00 to the individual, or \$15,654,060 in all. At first glance this appears as though the population had increased faster than the value of the city. But a sharp distinction should be drawn between the assessed value and the actual value. Apart from the numerous churches, government buildings, charitable institutions, etc., all exempt from taxation, it must be borne in mind that some factories are also exempt,

which taxes are collectible, and also in the sum total of taxes to be collected. The total value of realty and personal property and income in Ward 1 is \$4,382,108.81; Ward 2, not including West London, \$4,259,294.47; Ward 3, \$2,021,720.49; Ward 4, \$2,752,043.67; Ward 5, \$1,683,600.87; additional for school rates only, \$50,550: Total, \$15,149,319.22. London West's assessable value is \$393,385. A 25-mill rate is charged on this. Ward No. 6 has an assessable value of \$1,487,972.78. The rate in South London is



VIEW FROM FOOT OF DUNDAS STREET, LOOKING WEST, 1875.

From a painting by the late Chas. Chapman.

others are partially so, while some have a fixed assessment covering a period of years, during which additions are made. Thus the figures, used comparatively, prove nothing beyond the fact that we have progressed both in wealth and population during the period specified. The population for the past four years has shown an annual increase, that of the present year (including the number, estimated at 2,000, gained by the amalgamation of London West) being set down at 38,575. The tax rolls for the past year (1899) show large increases in the amount of property upon

17 mills. The grand total of assessable property in the city is \$17,033,877. The city and debenture rate is 17.6 mills, and will produce \$290,771.53. The public school rate is 5.4 mills, and will produce \$85,594.04. The separate school rate is the same as the public schools, and will produce \$6,389.30. The total sum to be collected from all rates, including local improvements, is \$414,266.84.

The rate of taxation for the last nineteen years shows an average slightly in excess of 20 $\frac{1}{2}$ mills per annum.

It is worth noting that the first record in the Council proceedings of money being computed in the decimal system is dated January 25, 1858. It appears in connection with a memorial of the firemen asking that \$5 be granted to the company which first reported at a fire. Prior to that, accounts were kept in Halifax currency, though "York" shillings and sixpences were the popular bases of computation.

London has from the beginning been a loyal city and more or less connected with royalty. The name first intended for it, Georgiana, was in honor of the reigning monarch. Here the Queen's birthday was first celebrated as a holiday, in 1850, by resolution of the Council, and in a London cemetery

of the Volunteer Rifles, Highlanders and Cavalry. The city was magnificently decorated. Population and wealth considered, we have had no such demonstration since. On a handsome pavilion erected near the station, the Prince and party were received by the mayor, parliamentary representatives, councillors and citizens' committee. The address of welcome did not differ essentially from the ordinary run of such affairs, but it contained one sentence worthy of preservation: "The fact that at most it is only forty years since, in the locality where you now stand, none but the red Indian dozed under the shade of the primeval forest, will sufficiently explain to Your Royal Highness why we can conduct you to no magnificent



VIEW, LOOKING SOUTH-WEST FROM COURT HOUSE, 1844.
Showing Westminster Bridge, Toll Gate, Judge Wilson's and Judge Givens' Residences.
FOR 1897 VIEW, SEE OPPOSITE PAGE.

there lies buried a daughter of George IV. She was the wife of an officer of a British regiment stationed here, and was buried in St. Paul's cemetery, the remains afterwards being removed to Mount Pleasant, where a modest headstone records the facts. Three times have members of the royal family visited London. The first was in 1860, when the Prince of Wales came amongst us. The demonstration on that occasion was said by one who accompanied the Prince to have been superior to anything elsewhere in Canada, where his visit was one continual ovation. The Prince and party arrived on the afternoon of September 12. The Volunteer Artillery fired a salute, and a guard of honor was made up

buildings, to no sacred historic monuments, such as those which are familiar to your eye; but we are persuaded you can well appreciate the results of an industry which, in our circumstances, are necessarily more marked by the useful than the ornamental." In reply, the Prince spoke briefly—six sentences in all. Two of them contained the kernel of the speech: "The country through which I have passed this day presents the spectacle of a population prosperous and happy. Its progress excites alike admiration and astonishment, and the industry evinced on every side has nearly supplanted the trackless forest of past generations by smiling fields and pastures reminding you of those

which so many of you have quitted in your youth." The royal sense displayed in this speech is superior to the rhetoric. As the party moved in procession to the Tecumseh House—which had been leased by the Government in its then unfinished state and put in shape for occupancy by the Prince and suite—there was continued cheering and every manifestation of joy. A party of two thousand school children had been coached by a Mr. Longman in the National Anthem, and many are alive to-day whose fond mothers decked them out in best bib and tucker to swell the chorus, which was sung from a large platform erected for the purpose near the present site of St. Andrew's Church. In

- | | |
|------------------------------------|----------------------|
| 4. Lancers | Mrs. Howell. |
| 5. Waltz | Miss Prince. |
| 6. Galop | Miss Askin. |
| 7. Quadrille | Mrs. Judge Small. |
| 8. Waltz | Miss Hamilton. |
| 9. Lancers | Mrs. W. L. Lawrason. |
| 10. Polka | Miss Jennings. |
| 11. Galop | Miss Meredith. |
| 12. Quadrille | Miss Bell. |
| 13. Waltz | Miss Gzowski. |
| 14. Galop | Mrs. Rivers. |
| 15. Lancers | Miss Gzowski. |
| 16. Galop | Miss Hope. |
| 17. Quadrille | Miss Dalton. |
| 18. Waltz | Miss Paul. |
| 19. Lancers | Mrs. Taylor. |
| 20. Waltz | Mrs. James Daniell. |
| 21. Sir Roger de Coverly | Miss Brough. |

The next morning there was a turnout of volunteers, firemen, trades societies and citi-



YORK STREET (WESTMINSTER) BRIDGE.

response to cheers, the Prince appeared on the balcony of the hotel; and in the evening there was a display of fireworks and a torchlight procession. The next day the Prince paid a flying visit to Sarnia, returning in the evening to be present at a ball held in a pavilion erected in rear of the Tecumseh House. Some three hundred couples were present, many from outside places. The Prince danced all of the twenty-one numbers on the programme, and as fashions in dances, as in all else, change, it will be interesting to recall what was then in vogue, for which purpose the card of the Prince is here transcribed:

- | | |
|------------------------|--------------|
| 1. Quadrille | Miss Moffat. |
| 2. Polka | Mrs. Watson. |
| 3. Waltz | Miss Becher. |

zens generally, and at ten o'clock His Royal Highness took his departure for Niagara Falls—pleased, let us hope; tired, without a doubt. During his stay addresses were presented to the Prince by the Board of Trade, signed by D. Farrar, president, and Charles Hunt, vice-president; the St. Andrew's Society, J. Wilson, president; the Synod of the Diocese of Huron, the magistracy, the militia, and the Welshmen, Benjamin Nash, representative. The Prince is still, forty years later, hale and hearty. The royal salute as the Prince left Canadian territory at Windsor—he having come back through London—was fired by the London Field Battery. In 1869 Prince Arthur and suite visited London as the guests of the

city, and received a hearty welcome. The third royal visitor was the Princess Louise, who was in London in company with her husband, the Marquis of Lorne, Governor-General, in 1879. While in the city she was the guest of private citizens, but met many who called upon her. Her hostesses were Mrs. Major Walker, who resided in the present residence of Dr. Eccles, and Mrs. Harris, of Eldon House.

The events of the Jubilee celebration—to mark the sixtieth anniversary of Queen Victoria's accession to the throne—are fresh in the memories of many readers.

The main display was on Tuesday, the 22nd of July, 1897. On that day typical June weather prevailed, and the city was crowded

was from Victoria Park and adjacent streets along Dufferin avenue to Richmond, to Dundas, to Wellington, to King, to Adelaide, to Dundas, and thence to the Park. At the head of the parade came the London wheelmen, 100 strong, with beautifully-decorated wheels. Then came the 7th Battalion band, followed by the Ancient Order of United Workmen, 50 strong; the Independent Order of Foresters, 100 strong; and the Canadian Order of Chosen Friends, 125 strong.

The 27th Battalion band followed, preceding the Grand United Order of Oddfellows, 20 strong, and the Canadian Order of Oddfellows, 60 strong.

The 32nd Battalion band marched in front of the Woodmen of the World, 100 strong, who



CLARK'S BRIDGE AND WESTMINSTER ABBEY HOTEL, 1843.

From a painting made by the late James Hamilton.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

with thousands of visitors from outside parts. In the morning the troops then under canvas, being composed of the militia performing the annual drill, supplemented by the regulars stationed at the barracks, No. 1 Company, R. C. I., marched to Queen's Park. The staff consisted of Lieut.-Col. White, Lieut.-Col. Stacey, Lieut.-Col. Dawson, Lieut.-Col. Irwin, Lieut.-Col. Ellis, Major Wadmore, Capt. Carpenter, and Capt. Hughes.

Each battalion had a regimental band. The line of march was from the barracks to Queen's Park, and was crowded with spectators. Arrived at the Park, a series of military manoeuvres were performed.

In the afternoon there was given the largest parade ever seen in London. The route

were followed by the Canadian Order of Foresters, 90 strong.

The Musical Society's band marched next, preceding the Ancient Order of Foresters, 300 strong, and Juvenile Foresters, 160 strong.

The Orangemen followed, 200 strong, led by the fife and drum band, after which came the 26th Battalion band; the Sons of England, 140 strong; the Irish Benevolent Society, Aldermen and School Board.

The firemen accompanied the procession as far as the grounds, and then marched back to duty. At 3.20 the head of the procession entered the Park, and at 3.50 the march past the grand stand, crowded with some 4,000 spectators, was completed. Col. Dawson acted as grand marshal, and was

assisted by Major Stuart, 26th; Captain Niven, 26th; and Capt. Dawson, of the 27th.

The lodges were marshaled as follows:

- A. O. U. W.—Col. Dawson.
- I. O. F.—Jas. Crawford and J. W. Reynolds.
- C. O. C. F.—B. J. Nash.
- G. U. O. O. F.—Morgan Gray.
- C. O. O. F.—Wm. Bayless.
- C. O. F.—J. Armstrong.
- A. O. F.—J. W. Metherall.
- Juveniles—T. C. Bartlett.
- L. O. L.—W. Shoulter.
- S. O. E.—S. Loveless.

Tailing the procession came some thirty members of the Robin Hood drill corps of Court Forest City, A. O. F., in charge of Capt. John Brown, who, on their arrival in

“To the Queen, London:

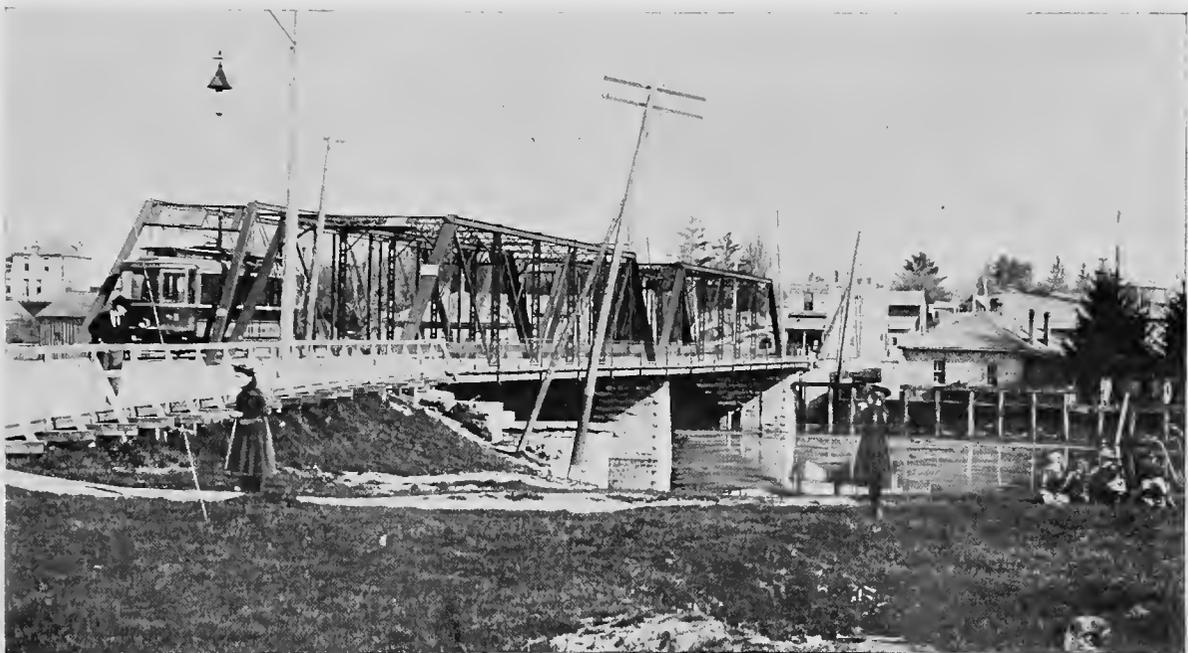
“Ottawa, Tuesday, 6.12 a. m. [11.12 a. m., Greenwich time]:

“The Queen’s most gracious and touching message, this moment received, shall be immediately made known to Your Majesty’s people throughout the Dominion, and will stir afresh hearts already full on this memorable day. We offer the glad tribute of loyal devotion and affectionate homage. God save and bless the Queen. (Signed) ABERDEEN,

“Governor-General.”

Tremendous cheers greeted the reading of these messages, the bands adding to the effervescent loyalty of the assembled throng with “God Save the Queen.”

To celebrate the event Mayor Little had presented to each school child in the city a



WELLINGTON STREET (CLARK’S) BRIDGE.

front of the grand stand, went through a series of beautifully executed evolutions to the music of the “Golden Trumpet March,” played by the Seventh band.

Athletic sports were indulged in till night-fall, and an exhibition of a run with the hounds was given by members of the London Hunt. His Worship Mayor Little read the Queen’s message to the Canadian people, and Lord Aberdeen’s reply thereto, as follows:

Government House,
Ottawa, June 22.

His Honor the Lieutenant-Governor, Toronto:
Rideau Hall, Ottawa, 6.20 a. m.—Best greetings. I have just received the following:

“Buckingham Palace,
London, June 22.

“The Governor-General of Canada, Ottawa, 11.07 a. m.:
“From my heart I thank my beloved people. May God bless them. (Signed) VICTORIA, R. I.”

medal, a *facsimile* of which is here given, and



he also presented a silver medal to each member of the Board of Aldermen.

At night the city, which had been resplendent with flags all day, was fairly ablaze with electrical displays, and the scene was one never

before equalled in the city. The Sons of Scotland had an illuminated fiery cross on the reservoir hill at Springbank, and the military



FIRST LOCOMOTIVE, 1854.

W. H. Winnett; secretary, Mr. C. A. Kingston; treasurer, Mr. P. W. D. Broderick.

The troublous times of '36-7 gave London a prominent place in provincial history. Without speaking at length of the matter, the following letter is well worth quoting as throwing a side light on London's history, and giving a clear idea of the prevailing state of affairs. The writer of the letter was the wife of the pioneer, Dennis O'Brien, and the document is still in possession of his daughter, Mrs. McMillan, of this city:

London, May 31, 1838.

MY DEAR MRS. CRICHTON,—Your kind and affectionate letter of 17th July last came duly to hand, and after a month or two of negligence on my part in



VIEW OF THE SOUTHERN PART OF CITY WHILE GRADING FOR THE G. W. R.

From a painting kindly loaned by Mrs. W. G. Macbeth.

FOR 1897 VIEWS, SEE OPPOSITE PAGE.

a campfire on Barracks Hill. During the morning a tree was planted by St. Andrew's Church congregation in honor of the day. Mr. James Gillean, the oldest member of the congregation, placed the tree in position. To sum it up in the words of an observer: "London the Less could not have celebrated the Jubilee of Her Gracious Majesty more loyally or enthusiastically had the beloved sovereign of the people been present in person to inspire them with her queenly presence. It was a celebration befitting the occasion, and it was the patriotic outpouring of a faithful people, the homage of devoted and loving subjects."

The chairman of the committee was Ald.

answering it, the rebellion broke out and a series of troubles thereby accruing has prevented my sooner discharging an obligation so long due, and now as things are a little more settled and the times bear a more lively aspect, with the return of spring, a season which brings with it cheerfulness, I will attempt to give you a faint sketch of the times upon which we have fallen. London since December last has been one continual scene of confusion, crowded with soldiers, and large numbers were billeted on each house for want of barracks, and it has been but recently since we got rid of them; and arrests of persons suspected of being implicated in the outbreak were going on through the winter, and among the number was my brother-in-law, Mr. Ladd, and I am sorry to inform you he has been convicted by a packed and partial jury, and is now in gaol, but the Judge did not think proper to pass sentence on him and we daily expect his release, but it has been most ruinous to him and his family, and all of us have been in extreme trouble about him. I expect as



GRAND TRUNK R. R. BRIDGE AND SOUTH-WEST RIVER SECTION.

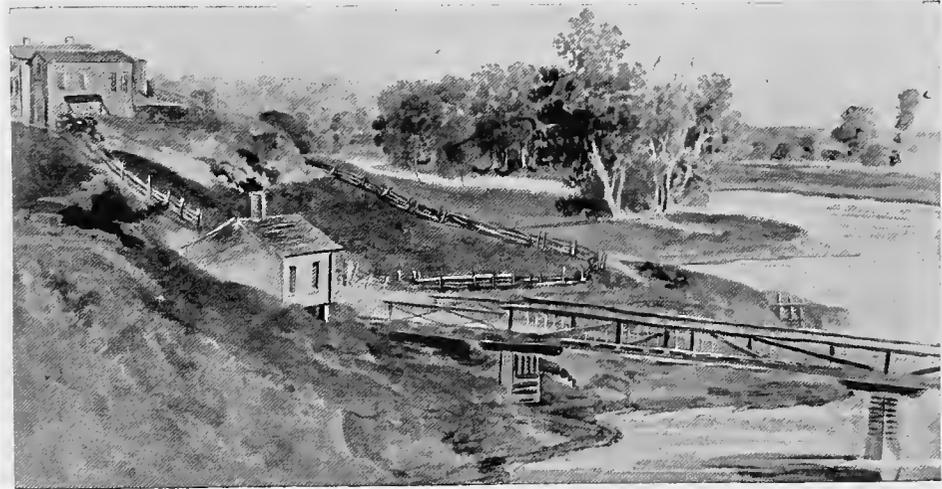


VICTORIA BRIDGE, RIDOUT STREET SOUTH.

CITY OF LONDON,



BLACKFRIARS BRIDGE, 1843.



BLACKFRIARS BRIDGE, 1857.

The above are from paintings by the late James Hamilton.



BLACKFRIARS BRIDGE, 1870.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

soon as he is released he will quit the country, and the absence of my sister is another source of grief to me. My sister's (Mrs. Goff's) family has been sick and she has lost one of her children, and finally, to sum it all up in a few words, I never could have dreamed of such sore afflictions and trials as I have been called to pass through for the few preceding months, but I have great reason to be thankful that I am yet spared my life and health, which at present is tolerably good. * * * Mr. O'Brien is well. He has escaped censure from all parties, and has done a great amount of business with the Government and has gotten nearly all his money. He has rented his brick buildings for barracks. We have in town about 300 regulars, and expect the number to be increased shortly to 1,000. Great dissatisfaction and excitement prevails in the country, and many are daily leaving. My anxious prayer to God is that the angel of peace may soon bestow to us again those halcyon days that I once enjoyed when you were with me. It almost seems if you could return that with you I could resume those coveted joys and pleasures, but they are long gone by, and I fear a long time before they may return.

Horn) was stationed here, and it was from the commanding officer that Lake Horn derived its name. He made the "lake" by cutting down a thirty-foot hill which stood between Pall Mall and Hyman streets, and with the earth so obtained he dammed up the creek and built a wall for the lake. The work was done by soldiers condemned for misconduct to do extra fatigue duty, and in the lake the soldiers were wont to take their morning bath. In 1841 the volunteer movement began, and the London Independent Volunteer Artillery was organized by Captain Duncan Mackenzie, who maintained the corps at his own expense for fifteen years. Apropos of this, the volunteer "artillery" had no



BLACKFRIARS, OXFORD, AND C. P. R. BRIDGES.

* * * I have still a hope that when peace is restored Mr. Crichton will see it his interest to return to this country, that we may once more have the pleasure of meeting. Mr. O'Brien desires to be remembered to you and Mr. C. Hoping this may reach you in good health and in better spirits than it leaves,

My dear Mrs. Crichton,
Your affectionate and sincere friend,
JANE O'BRIEN.

MRS. ISABELLA CRICHTON,
Picton, Nova Scotia.

The original selection of the site of London had been based to some extent on its position as a strategic point, and at the time of the rebellion imperial troops, the 32nd Regiment, were stationed here. Col. Maitland, the commander, died while the regiment was in London. The 1st Royal Infantry (Colonel Wetherall) was here about the same time. In the early days the 20th Regiment (Colonel

cannons with which to drill, and they used to practice with a couple of stovepipes tied to a table. In consequence the small boys nicknamed them the "stovepipe artillery." In the '40's, also, a company of rifles was formed by Capt. Smyth—an old Waterloo veteran, father of the present A. G. and J. B. Smyth. In 1854 the First Cavalry Regiment was formed, and No. 2 Company, under Captain Burgess, had its headquarters in London; it was commanded by Lieut. Strothers during the Fenian troubles of 1866. Upon the retirement of Captain Mackenzie in 1856, the present Field Battery was organized by Col. Shanly and Major Starr. The field guns were brought from England, being the first used by Canadian militia. This Company did duty at Sarnia during the

Fenian troubles of 1866. The late Col. Peters succeeded Col. Shanly. The late Major John Williams was a member of the Battery for twenty-eight years and its principal drill instructor. In all, he served over half a century as a soldier under the British flag. He died during the past year. In the early '60's the volunteer spirit was rife, the war in the adjoining Republic causing martial matters to be uppermost in the public mind. In the first year of that decade Buckley's Artillery Corps, the Merchants' Rifle Co. (Capt. Taylor) and Major Bruce's Volunteer Corps were organized. Among the leading militia officers of that day in London were: Colonel J. B. Askin; Lt.-Cols., L. Lawrason and John Wilson; Captains, H. L. Thompson, J. B. Strathy, Hiram Chisholm, William Lawrason, John C. Meredith, Chas. G. Hope, A. G. Smyth; Lieuts., F. Kerby, H. Long, Samuel Peters, T. H. Buckley, D. M. Thompson, J. B. Smyth; Ensigns, George Symonds, E. W. Reid, J. L. Wilkins, B. Cronyn, N. Monsarrat, Paul Phipps; Captain and Adjutant, A. Walsh. In 1862, James Moffat and John I. Mackenzie organized a Company of Highlanders, equipping them at their own expense. Moffat was then a captain and Mackenzie a private. This state of affairs would scarcely comport with modern ideas of military discipline, but it was the true clan spirit nevertheless. The 83rd were stationed here in 1841, the 81st and 2nd Royals in 1845, and the 23rd in 1850. During the first years of the American civil war a number of British troops, including the 63rd, were quartered in London, but were withdrawn the following year in consequence of an affray between Mayor Cornish and Major Bowles. Cornish has frequently been spoken of as the "rowdy Mayor." His encounter with Bowles gave him widespread notoriety, and the troops were withdrawn. Had Cornish not held an official position the affair would have been passed over as the act of a drunken man who assaulted an officer unprovoked. Afterwards other regular troops were quartered here, including the 47th, 53rd, 63rd, 29th, 16th, and 69th Regiments, a battery of artillery, sappers and miners, a troop of military train, and a hospital ambulance corps. The 69th (Col. Merritton and Major Bagot in command) arrived in March, 1868, and left in November of the same year, being relieved by one wing of the 29th, under command of Col. (afterwards General Lord) Wolseley, these being the last British troops here. The 53rd was here at the same time. A memorable field day was the 24th of May, 1868, when Col.

Florence's 53rd, Major DeGill commanding; Lt.-Col. Gibson's E. Battery, R. A.; Lt.-Col. Lewis' London Light Infantry; Lt.-Col. Merritton's 69th Infantry; Capt. Dempster's London cavalry troop; Lt.-Col. Shanly's volunteer field battery, had a field day on the commons in the north-eastern part of the city. Later on, in 1885, the Seventh Battalion—organized from the independent companies in 1866—was taken to the scenes of the troubles on the banks of the Saskatchewan, but the backbone of the rebellion was broken before they reached the scene of conflict. They were kept at Clarke's Crossing, however, for a long time. They did not reach this spot without dangers and discomforts, as may be inferred from the following extract from the "order book" of the period, which refers to the march across Lake Superior on the ice:

"Carleton Place, April 9, 1885.

"Non-commissioned officers and men will put on both suits of underclothing and make all changes necessary in the clothing preparatory to commencing the journey overland. Every man must be ready to move at daylight. The journey will last nearly five days, and no change of clothing will be possible till the end of that time."

In the days of the Fenian troubles, when all the military were sent to the front, many citizens became almost panic-stricken, and Col. Bruce advised and carried out the formation of a "home guard." The services of those who went to the front in 1866 were this year recognized by the distribution of medals, but in the interval many of the veterans have passed away. Shortly after their return from the Northwest the 7th Battalion became disrupted, but it was soon reorganized, Col. Lindsay being in command. It lasted thus for a few years, but in 1899 was again reconstructed, and is once more one of the crack volunteer regiments of the Dominion, under the following officers: Hon. Lt.-Col., Sir John Carling, K. C. M. G.; Lt.-Col., A. M. Smith; Majors, J. W. Little, H. B. Cronyn; Captains, G. W. Hayes, W. S. Smith, G. T. Brown, F. Reid, A. A. Campbell, H. A. Kingsmill; Lieutenants, W. A. McCrimmon, H. C. Becher, W. Spittal, E. Masuret, W. J. Taylor, A. T. Little, J. S. Brown; 2nd Lieutenants, T. J. Murphy, S. J. Radcliffe, F. H. Sreaton, F. M. Harris, G. A. Bentley, W. Wanless; Paymaster, W. J. Reid; Adjutant, W. A. McCrimmon; Quartermaster, J. Graham; Surgeon-Major, J. M. Piper, M. D.; Surgeon-Lieutenant, R. Ovens, M. D.; Hon. Chaplain, Rev. Evans Davis, M. A.

The other corps now in London are the Artillery and the First Hussars, the following being the officers of each respectively: 1st

Hussars—Colonel Gartshore, Major King; Captains, Strothers, Stewart, Benham, King; 1st Lieutenants, McComb, Abbott, Rork, John Gartshore, John Weld, McLeay, Kinsman, Leghorn; 2nd Lieutenants, King, Balfour, Weldon, Wgle; Paymaster T. S. Hobbs; Adjutant H. Rork; Quartermaster Benj. Higgins; Surgeon-Major J. G. Morrison, M. D.; Veterinary Lieutenant J. H. Wilson, V. S.; Hon. Chaplain, Rev. J. G. Stuart. 6th London Field Battery—Major Fairbank, Lieutenant Van Tuyl; 2nd Lieutenants, Johnston, Geo. H. Wilson, J. E. Smallman; Surgeon-Major S. H. Allan, M. D.; Veterinary Lieutenant C. S. Tamblin, V. S. 2nd Lieut. Sullivan Becher, a

Geo. Taylor, Joseph Tuson, W. Mills, Wm. Patterson, John McDonald, John Cotten, Lawrence McGovern, James Barnes, Ambrose Stork, Jas. H. Cadham, Roger Tuson, Joseph Tolhurst, E. Ronsell, D. Campbell, W. Wilson, Captain J. B. Campbell, M. D., John Cameron, John Mitchell.

No. 1 Company, Royal Canadian Infantry, occupy the barracks. This was opened in 1888, the order for the erection of the building having been before issued two years previously. Col. Henry Smith was the first commandant, and remained till 1898, being succeeded by Col. Holmes. Two million bricks were used in the construction of the



KING STREET BRIDGE, CARRYING TRUNK SEWER.

grandson of the late H. C. R. Becher, now in the 2nd Gourkhi Regt., fought in the very front at Dargal, and has a medal and two clasps for the campaign. The only son of Mr. Justice Street, a native of London, is a lieutenant in the Hampshire Regt., now guarding the north-west frontier of India. Arthur Coyne, who distinguished himself as a military commander during the Hawaiian troubles, and who now holds an important government office in the Sandwich Islands, is a native of London. The following members of the 7th Battalion volunteered for service in the Northwest during the first Riel rebellion in 1870: Joseph F. Tennant, Thos. Bayley,

building, and they were manufactured within gunshot of the structure. The ordinance lands in the city were then sold, the site of the drill shed on the corner of Wellington street and Central Avenue being retained. This shed is the second in London. The former stood for years on what is now Dufferin Avenue, east of Waterloo street, but about a quarter of a century ago it fell in, crushed by the weight of snow on the roof. The present shed will soon disappear, the Government having now undertaken to build a new armory on the south-west corner of Dundas and Waterloo streets. This location, by the way, recalls a prophecy made by a



CHERRY MILLS, FOOT OF ST. JAMES STREET, 1855.
From a painting by the late James Hamilton.



WATERS' MILL — CARLING'S CREEK, NEAR RIVER — 1843.
From a painting by the late James Hamilton, kindly loaned by Geo. B. Harris.



LONDON WEST — FRESHET, 1883.

blacksmith named Abernethy about forty years ago. His shop was on the north side of Dundas street, between Wellington and Waterloo, and he declared that inside of half a century it would be the center of the city. Geographically, that prophecy is now fulfilled, and the spot is also, as near as may be, the center of population.

As a matter of record it may be well to insert here the names of those who formed the London contingent who were sent to the Northwest in 1885: The staff comprised: W. De Ray Williams, Lt.-Colonel; Majors Smith and Gartshore; Adjutant Reid; Quartermaster Smith; and Surgeon Fraser. The Captains were: Ed. McKenzie, Frank Butler, Thos. H. Tracy, Dillon and S. Frank Peters. The Lieutenants were: Bapty and Bazan, Chisholm

Patrick Neil, Charles Potter, W. D. Crofts, A. Davis, A. McRoberts, James Lozier, T. R. Hardwood, F. Young, Thos. Livesey, W. Beaver, W. Andrews, W. Ferguson, George Davis, A. Somerville. Sergeants Anundson and Anglin; Corporal McDonald; Privates S. Lancaster, W. Wanless, Jones, Pennington, Fysh, Burns, Atkinson, Dignan, Kidder, Burke, Hanson, McCoomb, Graham, Mercer, Kirkendale, Ryan, Caesar, Pettit, Wright, Smyth and J. A. Muirhead. Sergt. Borland; Corporals Richards, McDonald and Bayley; Privates Lister, Moore, Mills, Smith, McCarthy, Pennington, Macbeth, Webb, R. Smith, Lowe, McCormick, G. Westland, Benson, Cowan, Ironsides, Allen, Mitchell, Howard, Davis, Smith, Labatt, E. P. Dignan, C. D. Gower, Carey, Gregg, Carnegie and W. Owen. Sergeants Jacobs, Summers



THE LATE FREEMAN TALBOT.

A chain bearer in the original surveying party, and later editor of the Prototype.



THE LATE J. B. STRATHY.

Collector of Customs.



THE LATE CAPT. CADDY.

First City Engineer.

and Gregg, Cox and Payne, Hesketh, Jones and Pope. The Staff-Sergeants were: Sergt.-Major Byrne; Paymaster-Sergeant W. H. Smith; Quartermaster-Sergeant J. Jury; Sergeant of Ambulance, A. Campbell; Sergeant of Pioneers, M. Cotter. Color-Sergeant A. Jackson; Sergeant James Becroft; Corporal C. G. Armstrong; Privates George Chapman, Edward Harrison, A. Leslie, Charles Pugh, H. Pennington, George Rogers, W. Schabacker, C. F. Williams, Walter Wright, Frank Sadler and Langford. Color-Sergeant Thos. Goold; Sergeants McClintock, John Harris, Joseph O'Roake; Corporals A. E. Walker, W. Dyson and James Goold; Lance-Corporals Joseph Amor and Wm. Brown; Privates Hugh McRoberts, James Ford, H. Arbuckle, J. I. Walker, James Johnston, J. F. Gray, H. Westaway,

and Neilson; Corporals Field, Rowland and Opled; Privates Jacobs, Tennant, Best, Dickenson, Walton, Martin, Johnson, Moriarity, Peden, Kenneally, Cassidy, Norfolk, Hayden, A. McNamara, Hall, Quick, W. Wright, Cowie, Appleyard, Richardson, Northy, Stinchcomb, Thwaite, Ralph, Beetham, Walton, Sinnott, Rowason and McNamara. Sergeant Line; Privates H. Mills, T. Mills, Stansfield, Black, Collins, Copper, George Clark, Connell, Dunkin, Flavin, Harrigan, Keenan, Land, Lalley, Lovell, Morkin, Thomas, Wright, Wilson, Brown, Crawford, W. Wright and J. Clark. Color-Sergeant Borland, Sergeants Lynch and Fuller; Corporals Harrison and Lyman; Privates Allison, Barrell, Bigger, Borland, Brazier, Blackburn, Dickens, Duval, Essex, Hicks, Hood, Hutchison, McCutcheon, McCoy,

McPherson, Macdonald, Parkinson, Pickles, Pate, Robertson, Steele, W. Smith, Terry, Whittaker and Woodall.

In 1875 a sum granted by the Dominion Government to the survivors of the war of 1812 was distributed. Cols. McPherson, Moffat and Taylor, and Majors Leys and Peters were the examiners of the applicants in the London district. Thirty presented their claims, the youngest of whom was 78 and the oldest 87, who must have been 15 and 24 respectively at the period of the war. The applicants had been at different points—Lundy's Lane, Queenston Heights, Detroit, Fort Erie, Stony Creek and elsewhere. Among the number were four Indians, one of them

from No. 1 Military District, of which London is the headquarters, for South Africa, to take part in the war with the Transvaal. It occurred on Wednesday, Oct. 25. The city was in holiday attire. The day was marked by magnificent weather, and in the brightness of the sun flags and bunting showed gaily. Many public and business buildings were splendidly decorated. Streamers of red, white and blue bedecked the whole front in places, while flags floated in the gentle breezes from flag-pole and window. The air was filled with cheers and shoutings, with military music and loud hurrahs. The streets were a mass of people, scarce kept in check to permit of a passageway for the soldiers en route to the



A PORTION OF NO. 2 WARD, FORMERLY LONDON WEST, FROM KENT STREET.

named George King. On embracing Christianity, the Indians, in addition to their Pagan names, had fantastic cognomens bestowed on them by the whites, and George King had been known as "King George" because of his supposed resemblance to that monarch, and his legal name as a Christian was acquired by merely transposing the two words of his nickname. The first two Indians baptized in Canada, it will be recollected, received the names of the King and Queen of France—Henri and Marie—from the French Catholic missionaries, in 1610. The English reversed this practice. The past year witnessed a military display in London the like of which had never before been seen in Canada. The occasion was the departure of a contingent of volunteers

waiting train. Among the men recruited at Montreal for the South African contingent was J. W. Jeffrey, of London.

The following were the members of London military organizations who left with the contingent, under command of Capt. Stuart, a Londoner, but attached to the 26th (West Middlesex) Battalion: First Hussars—A. E. Cole, R. H. Little, G. Taylor, W. Collins, P. C. Ingamells, E. Taylor. Sixth Field Battery—A. E. Burwell, W. J. Hyman, F. W. Turner. Seventh Battalion—Wm. G. Adams, P. Barrett, W. H. Chapman, F. J. Coles, S. Crockett. James Duff, F. G. W. Floyd, J. T. Hennessy, F. W. Hessel, James Herrick, George A. Macbeth, C. D. McLaren, C. Redge, W. G. Reed, G. R. B. Sippi, A. E. Wardell, W. West, G. W.

Woodliffe, A. H. Wheatcroft, C. E. Finch, W. H. Woodyatt, G. F. Pinel. No. 1 Company, R. C. R. I., Wolseley Barracks — Quartermaster-Sergt. Galloway, Private D. L. Moore, Lance-Corporal A. E. Merix, Private E. Mullins, Private W. R. Stevenson, Sergt. Hendrie, Sergt. Bethune, Bugler Beales.

The following Londoners who had been members of the 26th Battalion also left: W. J. Burns, H. H. Donohue, J. A. Dunnigan, F. Evans, W. J. Green, A. W. Woodward, C. Green, Robert Smith, J. C. Hill and A. McMurchy.

The need of a public park never entered

Wharncliffe and Wortley Roads. Agitation for a park began in 1868, and that year the court-house grounds were granted for the purpose, on condition that trees be planted and the grounds improved. A few trees were planted, but the matter ended at that. Ten years later Salter's grove (now Queen's Park) was acquired by the city, and in 1873, after the burning of the old barracks, the ordinance lands became the property of the corporation, and the present Victoria Park sprang into existence, being dedicated by the Governor-General, Lord Dufferin, on August 27, 1874. The Park was then a piece of virgin ground,



VIEW, LOOKING SOUTH-EAST FROM SOUTHERN FIRE HALL NO. 3.

the minds of the early settlers. And why should it? It was only necessary to step out of the log cabin to have the whole Province for a park. Col. Burwell was the first to foresee the need of the future, and he deeded to the city St. James' Park, which was successively a potato patch and pasture field, but never a park. In 1855 the city fenced it, but in the following year it was leased to Thomas Francis, who used it for the purpose stated till it was a few years since cut up into building lots. Few of the latter-day residents know of its location. It was the piece of ground between the track and Stanley street, and the

with no trees upon it, but the plans had been well prepared—the services of the gardener of Fairmount Park, Philadelphia, having been secured—trees were transplanted bodily by citizens—Monte Cristo's achievement on a small scale—and to-day we have a park which, for its size, twenty acres,* is a spot to be proud of. It is not necessary to go into all the details of the arrangements by which the city became possessed of the old ordinance

* The park proper is a trifle less than seventeen acres, but for all practical purposes the streets on the four sides of the square and a gore at the north-west corner are all parts of the Park.—A. B.

lands. Suffice it to say, in brief, that in return for a site for barrack and parade grounds on the heights which overlook Adelaide and Oxford streets to the west, the ordinance lands were turned over to the city. In 1888 R. Pritchard and A. B. Powell—with the mayor *ex-officio*—were appointed trustees for the administration of the lands, and when they relinquished their trust in 1894 their accounts showed the city had been a considerable gainer by the deal. The illustrations (see pages 18, 19, 22) give a clear idea of the Park as it was originally and in its various stages of evolution. The old pine stump fence is well remembered by many, but a circumstance in connection therewith is well-nigh forgotten. The original enclosure took in the gore and

scapes, sylvan glades, purling streams and pellucid ponds. The picture by Mr. Charles Chapman, on page 41, is a view taken from the main business street, and suggests that the jaded man of affairs or the timeworn merchant may, in a few minutes, transport himself from the worriments of his everyday surroundings to the pleasures and beatitudes of retreats full of refreshment and free from all cares.

Erected in Woodland Cemetery is one of the finest pieces of monumental architecture anywhere to be found, and the finest in the world ever erected in memory of a member of the dramatic profession. It was built at a cost of fifty thousand dollars, and marks the resting-place of the ashes of Annie Pixley (in



VIEW, LOOKING EAST, SHOWING EASTERN FIRE HALL NO. 2.

closed up Clarence street (now Park Avenue). The citizens desired to open this street, but the military objected. The city authorities gave notice that at a certain time they would remove the stumps, and the military turned out to prevent. Nothing daunted, the citizens started to open the street, when the artillery began to fire blank cartridges. This was kept up for some time, but the stumps were removed—not, however, till a number of them had been set on fire by the discharges from the cannons. The barrack fire engine was employed to extinguish the flames.

A feature of London, preserved by no other city, is the proximity to the business center of the most charming scenery—delightful land-

private life, Mrs. Robert Fulford), a celebrated comédienne, whose remains were cremated in England, and the funeral urn deposited in London, beside the grave of her infant son. London is Mr. Fulford's birthplace.

On all occasions of elections London has been known as a "fighting" constituency—metaphorically speaking, of course, though sometimes the term could be taken literally. It was first established as a separate parliamentary district in 1835, when Col. Mahlon Burwell became the representative. Hamilton H. Killally followed, and was in turn succeeded by Lawrence Lawrason in 1844. W. H. Draper was the next member, resigning to accept a seat on the bench. John (afterwards

Judge) Wilson and Thos. C. Dixon were the representatives till 1857, when John (now Sir John) Carling came to the front. Since that time Mr. Carling has represented the city in every Dominion Parliament, save the present and the one for the term of 1874-8, when Col. Walker won the seat. The Colonel was unseated in the courts, and J. H. Fraser was elected for the balance of the term. In 1890 Mr. C. S. Hyman was declared elected and sat for one session, but was unseated by the courts, and the seat, after another general election, went to Mr. Carling. Sir John also represented the city in the Provincial Legislature from Confederation till the abolition of dual representation. Mr. W. R. (now Sir Chief Justice) Meredith was then chosen for the

counsel occupying a period of twenty-one days. At the conclusion of the argument, Justices Ferguson and Robertson reserved judgment, which was eventually given in favor of Major Beattie, who is still the sitting member. We of the present regard our election contests as exciting, but they do not compare with the stories told of olden times. As late as 1844, elections for M.P. lasted six whole days. At that time Middlesex, Elgin, Perth, Bruce and Huron constituted one county. From north to south it was more than 90 miles; from east to west more than 60; and voters frequently had to remain in London, where all such elections were held, from one to three days before they had an opportunity to vote. Probably the most exciting contest



VIEW, LOOKING SOUTH-WEST FROM NO. 2 FIRE HALL.

latter position, and occupied it till 1894, when he resigned to go on the bench, and was succeeded by Mr. T. S. Hobbs, who held the seat till the next general elections, when he retired. The candidates then were Col. F. B. Leys and Mr. Adam Beck, the former still holding the seat. Sir John Carling having declared his intention of not again going to the polls, and having been appointed to the Senate, the next contest for the Dominion House was between Major Thomas Beattie and Mr. C. S. Hyman, the former opponent of Mr. Carling. It resulted in the return of Major Beattie by a majority of 43. A protest was entered, and the trial will go down to posterity as the longest civil case ever heard in a Canadian court, evidence and argument of

known was that in 1865, for the mayoralty. On the second day of polling the military were called out—not to quell a disturbance, but to prevent a possible one. David Glass triumphed, and that was the end of the Cornish regime.

The administration of justice in early days was crude. There were none of the "law's delay," of which Hamlet makes complaint. At the building of Westminster Bridge the first criminal was taken red-handed. He had stolen a fellow workman's axe. This was the crime of crimes. As well take a pioneer's right hand as his axe. An impromptu jury decided that the culprit should be banished or given a whipping. This latter form of punishment seems to have been frequently

inflicted for petty thievery, and was later supplemented by the pillory and stocks, but it grew into disfavor as the settlement progressed, and the last lashing for larceny was in 1819. The pillory and stocks withstood public sentiment for eleven years longer, but they had been disused for a long time before in 1830 they were incontinently pitched into the river. The whipping-post was restored by Provincial enactment in 1870, and several men have since been lashed. But their crimes were of a different nature, and humane sentiment is not shocked by the application of the lash to those found guilty of specific offences against the person. In illustration of the primitive methods of these days, it is said that Mr. Clarke Gamble, Q. C.,

District; James Hamilton, of Sterling, being appointed his successor, July 12, 1837.

When the second court house at Vittoria was burned, and the court removed to London, Judge Mitchell was the District Judge. He was not a lawyer, but it is said that during the quarter of a century that he occupied the bench but three of his decisions were appealed from. His salary was £40, but at the close of his term he was presented with twenty-five acres of land in London, which he sold for \$800. While the district court house was still at Vittoria, there were several points at which "magistrate's court houses" were located. One such was presided over in 1825 by Squires Springer and Ingersoll, at the spot known to present-day readers as Springbank. In the



VIEW, LOOKING NORTH FROM EASTERN FIRE HALL NO. 2.

Toronto, father of Mrs. I. F. Hellmuth, of this city, acted as clerk of the court at an assize in 1828. Mr. Gamble is still living in Toronto, aged 92 years. After one of the cases had been tried the jury were sent out in charge of a constable to some safe place. Some time afterwards one of the counsel in the case rushed up to the judge, saying: "My Lord, the jury sent out on my client's case are sitting on the logs outside, with people around them. Look out of the window and see for yourself." The judge replied, "Well, if you can find a safer place for them, let me know," and proceeded with the court's business. In 1827 the first court of quarter sessions was held, presided over by Col. Joseph Ryerson, the first sheriff of the old London

early days the most common cause of imprisonment was for debt, and under the law as it then stood, an impecunious debtor was practically at the mercy of the creditor, who could keep the debtor in prison indefinitely by paying him one dollar per week. A debtor confined as above stated in a common prison, perhaps for life, might take advantage of one apparently humane clause in the law and enjoy a little sunshine. Whenever he could produce two competent men to go his bail, that if released he would not go beyond the "limits," the prison door was kindly opened for his departure. A post, well dressed and painted red, about six inches square, was set on each leading road to the town, one measured-mile distant. On these posts was painted in large

white letters, "JAIL LIMIT, 1 MILE." To go one rod beyond any of these posts meant immediate reimprisonment for the unfortunate man. The "jail limits" were afterwards extended to include the jail district.

The first jailor was Peter McGregor, who, however, only held office for a short time as a sort of "sub." or nominal jailor. The second was Samuel H. Parke, who in 1858 gave place to Joseph Lamb. He died in 1880, and was succeeded by Henry Fysh, who held office for three years, and at his death Patrick Kelly was appointed. Mr. Kelly died in 1896, when the position of jailor was assumed by Mr. Robert Boston, of Lobo, ex-M. P. for South Middlesex. The police force in the early days was an irregular body, dependent upon their fees, a regular force not being appointed till

the office was abolished. In 1878 Sergeant James Crawford shot a robber named Thomas Ley, who had been guilty of several burglaries, and attempted to shoot the officer, but this was not in the city. There have been many minor melees in which batons were freely used, and in 1872 what was practically a riot on a small scale took place on Dundas street, owing to the presence in the city of a man named Mason, from Toronto, whose occupation was that of informer against those who sold liquor illegally. He was rescued by the police. Up till that time the liquor law—not so strict as it now is—was practically a dead letter. On this point it is worth noting that in 1849—half a century ago—there were 41 liquor licenses, and as late as 1873 there were 138, while to-day there are but 42 all



THE LATE DENNIS O'BRIEN.



THE O'BRIEN HOMESTEAD.

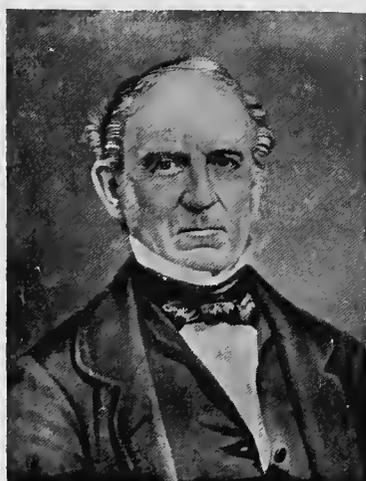
1855, when the status of a city was assumed. Though the police force of London has done a great deal of dangerous work, many desperate criminals having been taken in the act, only on four occasions have serious assaults been made upon the officers, two of them resulting fatally. In 1874 Constable John Kelly was stabbed and disabled by a prisoner named George D. Miller, and in 1892 Detective Phair was fatally shot by a man named Wilson, whom he was trying to arrest. In 1898 Police Officer Twohey was shot and killed by a tramp named Marion Brown, to which occurrence reference is made later on. In the late '40's, before there was a regular police force, the constables were engaged in a fight with some soldiers, the result of which was that Constable Harry Boyd was maimed for life. The authorities appointed him as bell-ringer, which office he held till his death, when

told—34 hotels, 6 shops and 2 wholesales. The police force of 1867 was greatly exercised—as was the whole city—over the criminal pranks of a man called, for want of a better or more accurate name, "Slippery Jack." His practice was to gain entrance to the sleeping apartments of women—sometimes three and four in a night—and awaken the sleeping inmates by tickling their feet. He was never caught, though often seen and several times shot at. The police force at the present time consists of forty men all told—1 chief, 1 sergeant-major, 3 sergeants, 2 detectives and 33 patrolmen. The total cost of the department for 1898 was \$31,362, and in the same year the number of cases adjudicated upon in the police court was 1,315, the summary convictions 398, the criminal cases tried summarily 87, 59 of which resulted in convictions, and the amount of fines paid to the city treasurer was \$562.

London has been comparatively free from capital crimes. The sentence of death has been carried out but thrice in London for murders committed within the city. Prior to these there had been several executions in London. Six persons sentenced to death were indicted for participation in the rebellion of 1836-7. Their "crime" carries no stigma at this date, and it is sufficient to state that their names were Cornelius Cunningham, Joshua G. Doane, Amos Perley, Adam Clark, John Scott and Enos Scott. These men were not tried by a criminal court, but at, as the death warrant of Amos Perley recites, "a militia general court-martial, convened and holden at the town of London," on the 22nd day of December, "in the second year of our reign" (1839). The warrant is directed "To

with unfortunate men, who were held on a charge of high-treason. All those prisoners were tried by a jury of their peers, and aided by the best legal talent of that time, namely, the late Judge Wilson, then a practising barrister at the bar at London. All but one of those prisoners were acquitted. Alvara Ladd was convicted and sentenced to death. Soon after his conviction he was pardoned by the executive power.

In this connection, a letter is now in the possession of Mr. Wm. Harrison, of Bayfield, which was written, shortly before his execution, by one of the condemned men who "rose" in the rebellion. This letter is still in a fairly good state of preservation, and has been in Mr. Harrison's possession for 43 years, and he became possessed of it in the following manner:



THE LATE SHERIFF HAMILTON.



THE LATE THOS. SCATCERD,
City Solicitor and M. P. for West Middlesex.



THE LATE JOHN HARRIS,
First Treasurer of London District.

the Sheriff of the district of London," is dated at Toronto, January 28, 1839, and is signed by Sir George Arthur, K. C., and Lieutenant-Governor. Col. John Bostwick, of Port Stanley, was the presiding officer of the court-martial. Forty-three men in all were tried before that court. The court sat from the 27th day of December, 1838, until the 19th of January, 1839. Forty-three of the prisoners were found guilty and sentenced to death. Six were executed, some others transported, and the rest eventually pardoned. The prisoners had been tried, not for participating in the rebellion of '37, but for having mustered a party in the United States, and having invaded Canada, determined to subvert the Government. London jail in the winter of 1837, and until Aug., 1838, was literally filled

Mr. Harrison was then living in an hotel in London, Ontario, and he found the letter in a sleigh belonging to Mr. John Davidson, of Stanley. Mr. Davidson had driven to London and put up at the hotel where Mr. Harrison was employed. When on his way, he overtook a lady and gave her a ride in his sleigh to London, and it is supposed that she dropped the letter in the sleigh, and although diligent enquiry was made at the time to discover the owner, she was never found. The letter, as will be seen by the date, was written at the time of the Canadian rebellion, and the writer was, no doubt, one of the unfortunates who were imprisoned and executed for participation in it. The writing is good, and the writer was, evidently, no ordinary man. It is

addressed to Mrs. Fanny Doane, at Mr. Bus-
 cerk's, London, and is as follows :

"London, 27th January, 1837.

"DEAR WIFE,—I am at this moment confined in
 the cell from which I am to go to the scaffold. I
 received my sentence to-day, and am to be executed on
 the sixth of February. I am permitted to see you
 to-morrow, any time after ten o'clock in the morning,

That this may be the case, is the prayer of your affec-
 tionate husband,
 JOSHUA G. DOANE."

In 1831, C. A. Burley (or Burleigh) was
 hanged for the murder by shooting of Con-
 stable Pomeroy at Bayham. A ghastly scene
 was enacted at the execution. As the drop
 fell the rope broke and the half-strangled man



PARADE OF THE LONDON "OLD BOYS," 1899.

as may suit you best. I wish you to think of such ques-
 tions as you want to ask me, as I do not 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 that Christian grace and fortitude
 which is the gift of Him our Lord, Who created us.

is said to have walked about till another halter
 was procured. The latter part of the story is
 probably untrue, for obvious reasons. The
 following year, Henry Sovereign was hanged
 for the brutal murder of his wife and seven
 children near Burford. He had previously
 been sentenced to death for cattle stealing, but
 afterwards pardoned. All other executions

in London are within the memory of living inhabitants. Thomas Jones was hanged in 1868 for the murder of his niece in Delaware; he protested his innocence on the scaffold. He was the last malefactor publicly executed in London. In 1871 Cyrus Pickard was hanged in the jail yard for the shooting of his employer, Duncan McVannell, an East Nissouri farmer. There was an element of romance connected with the tragedy that lifts it above the brutal butcheries of others. Pickard was engaged to be married, but on

of his paramour, Mary Ann Stokes; and James Smith in 1890 for the murder of one who for thirty years had passed as his wife, but with whom, as he confessed under the gallows, he had eloped from England, leaving a wife behind. At this execution the hangman was for the first time unmasked. He was J. R. Radcliffe (called in the newspapers Radcliffe) and this was the first occasion on which he officiated as a regularly-appointed official of the Dominion Government. The last execution took place in London on the 17th of May,



COVENT GARDEN MARKET.

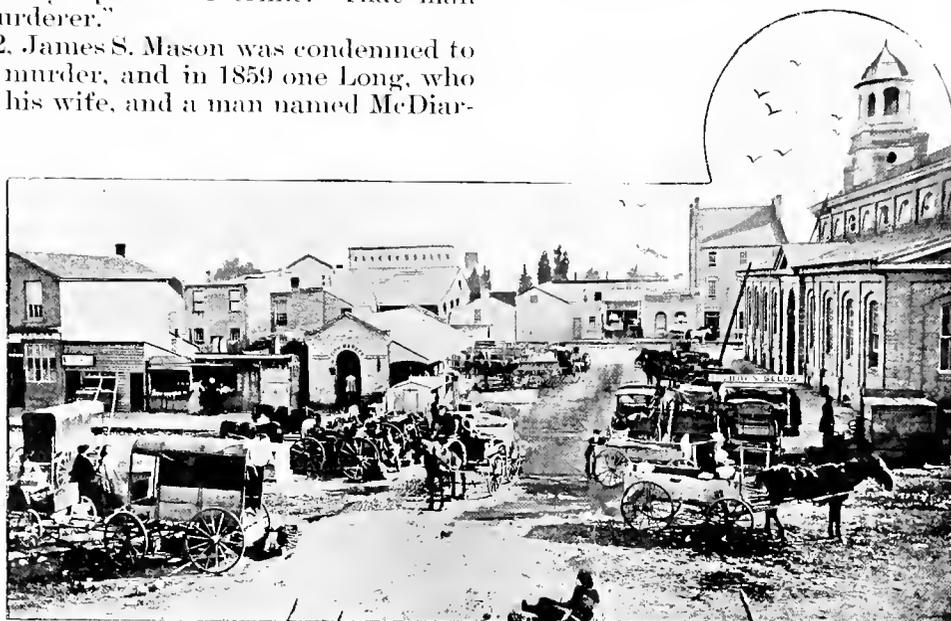
some representations by McVannell to the prospective father-in-law the match was forbidden. Pickard asked for his wages, that he might go elsewhere and marry, and after several refusals he shot his employer. The only woman hanged in London was Phoebe Campbell, who suffered the extreme penalty in 1872. The murder, committed in Nissouri, was a peculiarly brutal one, the victim being her husband. It was the outcome of an intrigue between the murderess and her husband's hired man, Hugh Coyle. Benjamin Simmons was hanged in 1885 for the butchery

of 1899, the culprit being Marion, or Maide, Brown, a Texan of mixed blood—negro, Mexican and white—who was convicted of shooting and killing Police Constable Twohey on the night of June 24, 1898. The affair took place beside the C. P. R. track, a short distance east of Adelaide street, where Twohey had gone to arrest Brown for an unprovoked assault upon a railway watchman named Ross. Brown escaped at the time, but was arrested at North Yakima, Washington State. An unusual scene occurred at the execution. Rev. Robert Johnston, pastor of St. Andrew's

Presbyterian Church, asked permission of the sheriff to address the reporters, and this being granted, he protested against the execution on the ground that it was not the meting out of justice, but the "culmination of persecution." Afterwards, as he ended the Lord's Prayer on the scaffold, the reverend gentleman raised his right hand and said: "May God pity us! May God pity this country for the crime committed to-day!" He then burst into tears. In reply to a direct question if Brown had confessed, Mr. Johnston said: "I may say that Brown freely opened his heart to me. You know my opinion of crime. That man was no murderer."

In 1852, James S. Mason was condemned to death for murder, and in 1859 one Long, who murdered his wife, and a man named McDiarr-

The estimates as to the number on board range from 600 to 800, but there is no method of exactly determining. The "Victoria" was of 13 tons burthen, 70 feet long, with a 26-foot beam, and when loaded to her normal capacity had a water draught of 16 inches. These figures are official, but in estimating the capacity of the boat the flimsy nature of her construction should be taken into account, as this contributed largely to the subsequent loss of life. As the boat neared the Cove bridge, and when a couple of hundred yards below the



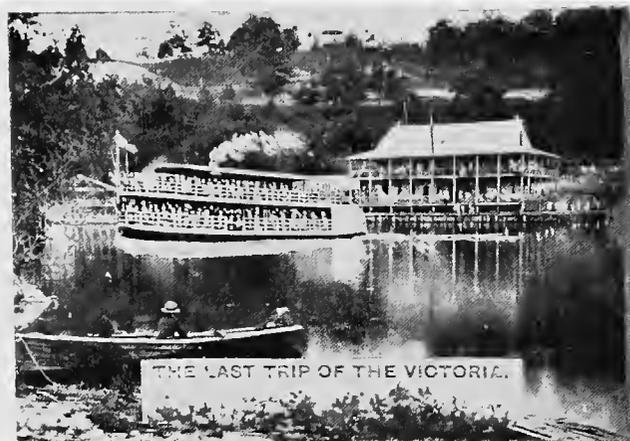
COVENT GARDEN, 1870.

mid, were also sentenced, but all three had their sentences commuted to varying terms of imprisonment.

A dreadful tragedy, the sad memories of which have become mellowed by time, occurred on the 24th of May, 1881. The air was clear, the sun shone, and it was veritable "Queen's weather." The city had given itself up to holiday purposes. Thousands had gone on excursions, but thousands still remained, and of these many made Springbank their objective point. The steamboats were crowded far beyond their legalized capacity in conveying passengers down the river all day, and the crush became greater on the return trips toward nightfall. About five o'clock the "Victoria" left the dock at Springbank on what proved her last trip. That she was overloaded all at the scene were well aware.

bend, she careened, the boiler became loose, and, rolling over, carried away the stanchions that supported the hurricane deck. The passengers were crushed down and about one-third or one-fourth of the total lost their lives. The exact number who were drowned or crushed to death cannot be stated, but it is probably not overstating it to say that 200 persons lost their lives, and one estimate made at the time, based on very careful calculation, placed it at 215. To realize the full horror of the disaster, it must be borne in mind that all the victims were from a circumscribed area. Few families in London escaped without the loss of a relative—none without the loss of a friend. Proceedings were taken against the authorities of the boat, but as time wore on the excitement became allayed, and no judicial punishment

followed. The following is a full list of the local interments, and of those sent abroad for sepulture, so far as obtainable :



VICTORIA DISASTER,
MAY 24, 1881.

WOODLAND CEMETERY.

Abey, Harry, aged 12, London East.

Box, Emma Jane, 22, city.

Coughlin, Edward, 9, city.

Craddock, Mary, 18, city.

Dyer, W. H., 45, city.

Dyer, Margaret, city.

Dyer, Bertie, 5, city.

Deadman Alice M., 21, London South.

Evans, Elizabeth, 45, city.

Evans, Fanny Elizabeth, 9, city.

Evans, Samuel, 6, city.

Evans, George Wm., 2, city.

Evans, Albert Ernest, 1, city.

Graham, Simon Peter, 13, city.

Graham, Mary Jane, 10, city.

Hayman, Henry, 37, London East.

Hayman, Mrs. H., 37, London East.

Hayman, Wm. H., 2, London East.

Harper, David, 47, city.

Kendrick, Marie E., 24, city.

Kelly, John, 14, city.

LeClaire, John, 15, Westminster.

Lawson, Elosia, 21, city.

Matthews, Annie, 23, London West.

Matthews, Geo. William, 2, London West.

Megin, Charles Edward, 12, city.

Millman, W. H., 39, city.

Millman, Ontario, 8, city.

Millman, Turville, 6, city.

Mackay, Miss, city.

McIntosh, Adaline, 11, city.

Meredith, J. C., 72, city.

Robertson, James, city.

Roe, Frederick, 17, city.

Short, James, 13, city.

Stevens, Mary, 35, London West.

Stevens, Ellen, 12, London West.

Stevens, Thomas, 5, London West.

Stevens, Mary, 3, London West.

Smart, Elizabeth, 26, city.

Smart, George, 5, city.

Smart, Laura, 8 months, city.

Swayzie, Jane, 18, city.

Siddons, Charles, 13, London South.

Swanwick, Letitia, 21, London East.

Tatham, Dolly, 8, city.

Westman, William, 14, London South.

Williamson, Alice, 29, city.

Williamson, Edward, 8, city.

Wastie, Alfred, 14, city.

Wallare, Thos. J., 15, city.

CATHOLIC CEMETERY.

Beaton, Lillie, aged 13.

Beaton, Mary, 6.

Curran, John, 50.

Conroy, Henry, 16.

Darey, James, 28.

Fitzgibbon, Richard, 14.

Glavin, Mrs. Michael, 27.

Glavin, Mary, 4.

Hogan, Minnie, 12.

Jones, Annie, 13.

Jones, Frank, 7.

Laughlin, Eddie, 13.

Mahoney, Delie, 22.

Madden, Elizabeth, 16.

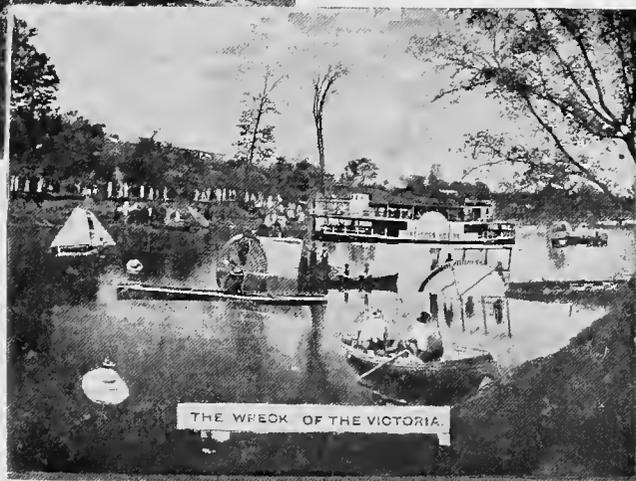
Madden, Mary, 13.

McCarthy, John, 12.

O'Connell, Mary, 17.

O'Brien, John, 17.

Pendergast, John, 36.



THE SCENE A FEW DAYS AFTER.

Pendergast, Mrs., 36.
 Quin, Mary, 15.
 Stewart, Elizabeth, 18.
 Tierney, Mary, 13.
 All of the city.

MOUNT PLEASANT CEMETERY.

Anderson, Minnie E., London East.
 Abbott, Hudson G., 9, city.
 Burns, Jennie M., 13, city.
 Burns, Ida M. L., 11, city.
 Baskerville, John, 30, city.
 Baller, Annie.
 Breze, Thomas, London West.
 Bailey, Rosetta, city.
 Cornish, Ellen, 20, city.
 Cooper, Jennie D., 19, city.
 Codville, Samuel D., city.
 Chapman, Elias, city.
 Delling, Daniel.
 Dubeau, Mrs. Emma, city.
 Dubeau, infant, city.
 Edmunds, Samuel L., city.
 Edmunds, W. C., city.
 Fryer, A. R., city.
 Fryer, Mrs. A. R., city.
 Fryer, Wm., city.
 Fisher, Emma Jane, city.
 Gorman, Charles, 13, city.
 Glass, Wm. D., 23, city.
 Grafton, Margaret, 19, city.
 Gibling, Walter J., 12, city.
 Harrison, Mary, city.
 Heron, Mrs. Mary Ann, city.
 Handy, Mrs.
 Handy, Nellie.
 Hardy, Wm.
 Hall, Benjamin, 25, city.
 Hall, Mrs. B., city.
 Hall, infant, city.
 Irving, Mrs., city.
 Jones, Lizzie E.
 Lister, Thomas, city.
 Morrison, Nellie, 16, London East.
 Morrison, John, 14, London East.
 Morrison, Wm., 4, London East.
 Mooney, Fred. T., city.
 Markham, Rosetta Ann, 8, London East.
 Mustill, Priscilla, 13, London South.
 Magee, Harry, 15, city.
 McPherson, Mary P., 15, city.
 McLellan, Mrs. Mary A., city.
 McNorgan, Eliza, Port Huron.
 McBride, Wm., 64, city.
 Prescott, Emma, city.
 Prescott, Nellie, city.
 Pike, Mrs., ———
 Short, Wm. F., city.
 Shane, Henry, 12, city.
 Shayer, Alfred, 25, city.
 Smith, Mrs. Mary J., 45, Westminster.
 Smith, Minnie, 17, Westminster.
 Skinner, Lillie, 16, city.
 Smith, Orville E., 21, Westminster.
 Smith, Edwin A., city.
 Tremeer, George P., London West.
 Tremeer, Willie, London West.
 Vick, Richard, 16, city.
 Wonnacott, Wm., 19, city.
 Weatherhead, James, 38, Westminster.
 Wall, John, 33, city.
 Wall, Martha, city.
 Wiseman, —, 13, city.

PRESBYTERIAN CEMETERY.

Elliott, Josie, aged 12, city.
 McPherson, Miss, 13, London West.
 Perkins, James, 9, city.
 Scott, Mrs. Wm., 58, city.

SENT ELSEWHERE FOR INTERMENT.

Anderson, Henry, Westminster.
 Ashbury, Mrs. W., St. John's.
 Boomer, Chas., 16, Norwichville.
 Batzner, —, and unknown lady friend,
 Bothwell.
 Cole, Albert, 12, St. Thomas.
 Dennis, Hamely, 25, Palermo.
 Diver, Hiram, Rochester.
 Diver, Mrs. Hiram, Rochester.
 Diver, (2) infants, Rochester.
 Deacon, W. S., 10, Birr.
 Foxten, Annie, 22, Clinton.
 Foxten, Jane, 20, Clinton.
 Griffith, Julia A., 17, Brick street.
 Graham, Joseph, 17, Wheatley.
 Hay, Wm., 24, Pinkerton.
 Hazen, Ida, Port Burwell.
 Hall, George, 29, Toronto.
 Johnson, —, Lobo.
 Milburn, Mrs., 29, Wilmot.
 Middleton, Janet, 17, Galt.
 McEllistrewn, Julia Ann, 21, Galt.
 McVicar, D., rural.
 Nixon, Wm., 14, Brick street.
 Mullins, George, rural.
 Oronhyatekha, Henry W. H., 10, Belleville.
 Pilkey, Joseph, 18, Hamilton.
 Pile, Samuel, 23, rural.
 Shipley, Lizzie, 15, Falkirk.
 Shipley, Minnie, 12, Falkirk.
 Smith, Harry, 21, Brick street.
 Whaley, Henry, 21, Clinton.
 Willson, (2) Misses, Birr.
 Young, —, 10 (boy), Birr.

The accident put a damper for a time on aquatic sports, but boating as a pastime is again in favor, and the London Boat Club is a flourishing institution, with a commodious boathouse, and grounds that have been laid out as a golfing place, bowling green and tennis lawn. A large fleet of pleasure boats plying between the city and Springbank are temporarily laid up as this is written, the waterworks dam having been in great part carried away in the spring freshet of the past year. The reconstruction of the dam is in progress. In the early years of London the favorite stretch of water for boating was on the south branch, and no doubt this will in future become as it was in the past. All the facilities for boating are there, but Springbank is the favorite resort.

The physical geography of London is such that, while there is a freshet every spring, the city does not suffer therefrom. Built as it is on a gradual slope from the point where the two branches of the stream form a "fork," the natural valley only is flooded, and there are but few dwellings and no business houses ever affected. An exceptional flood occurred in 1883, but it was in midsummer, and was occasioned by a cloudburst. The downpour began on the night of the 10th of July. In the surrounding country and in London West a great deal of damage was done, several houses being wrecked, and eight lives were

lost. The storm area was small, but the rapid rise of the waters caused considerable loss along the course of the stream by which the downpour found its way to the lakes. The suffering that resulted from the flood led to the formation of a relief committee, and the active efforts undertaken by the citizens of London aided those overtaken by the dire calamity to recover rapidly from its effects. In addition to the voluntary aid from citizens and the money grant from the City Council, the County of Middlesex contributed \$1,000 in aid of the sufferers.

On the night of the 2nd of January, 1898, an accident befell at the City Hall by which fifteen persons lost their lives and a large number were injured. It was at the close of the polls on the municipal election day, and

entertained, it was resolved to organize an "Old Boys" association in London, and the reunions will hereafter be a feature of London's summer diversions. The present officers of the London association are:

Honorary President, Sir John Carling; Honorary Vice-President, Mr. C. S. Hyman; Honorary Second Vice-President, Major J. W. Little; Honorary Third Vice-President, Major Beattie, M. P. President, Ex-Ald. McPhillips; First Vice-President, Mr. Francis Love; Second Vice-President, Mr. B. C. McCann; Third Vice-President, Mr. E. W. M. Flock. Secretary-Treasurer, Mr. James S. Bell. Executive Committee: Messrs. R. A. Carrothers, A. Talbot, R. R. Bland, J. L. Fitzgerald, J. R. Minhinnick, Thos. Gillean, R. W. Bennett, E. J. MacRobert, Ald. Douglass, R. A. Bayly,



JUDGE DANIELL.
Of L'Original, formerly of London.



THE LATE COL. J. B. ASKIN.
Clerk of the Peace.

the successful candidates were addressing the electors in the Hall, according to custom, when a large section of the floor in the north-east corner of the Hall gave way. Many were precipitated into the Engineer's office below, with the fatal result noted.

In the summer of 1897 residents of Toronto who were natives of London organized an excursion party to this city, and came as "The Old Boys of London." The event was novel and pleasing, and was repeated the following year with even greater success. The idea spread, and in 1899 the "Old Boys" of Detroit and Chicago joined in the reunion. They were met by the Mayor and leading citizens, and an address of welcome read on the Park. After a couple of days' visiting, during which the visitors were pleasantly

Nicholas Wilson, Frank Cooper, Harry Craig, and Ald. Jolly.

Our illustration (page 61) shows the march of the "Old Boys" from the Park to the City Hall, via Dundas street (1899).

London East, in its early days known as Lilley's Corners, became a part of the city, Ward 5, in 1885. The settlement dates back to early days. In 1851 Murray Anderson purchased a lot, bounded by Dundas street, Adelaide street and Queen's avenue. It was then a potato field in close proximity to "English's bush," which surrounded the log cabin of the pioneer, Noble F. English. In 1864, when the first oil refineries were started by W. Bayley, Sen., and the Duffield Bros., the population of London East was about 500,

but the development of the oil industry doubled this in the next two years. The city pursued a shortsighted policy in driving the refineries beyond the city limits, because of complaints regarding the odor of the oil in course of treatment. The odor remained, but taxable property was outside of the jurisdiction of city assessors. The settlement grew apace till 1874, when the population numbered 2,500 and incorporation as a village was decided upon. On the 1st of January, 1875, the following became the first municipal rulers of the village: Reeve, A. M. Ross; Deputy Reeve, Peter Allaster; Councillors, Isaac Waterman, R. Gough and J. H. McMechan; Clerk, A. Isaac; Treasurer, J. D. Smith. After ten years of life as a village, London East took a broader view of its

in 1874, having previously been known locally as Petersville, and had a population of 2,500, with a fine schoolhouse and three churches—one Episcopal and two Methodist.

During the present year legislation has been had by reason of which London will hereafter consist of four wards, electing twelve aldermen at large; that is, each elector can vote for twelve candidates, but three must be elected for each ward. As this is written, the statute is not printed, and the various summaries of it prevent explicitness. But the general idea is given here.

At first glance it might appear far-fetched to cite the London Gun Club and the London Hunt to show the development and growth of the city. Possibly it would be so were they quoted as factors in the development, but as



THE LATE J. H. GRIFFITH, ARTIST.
An active promoter and instructor
in the London Art School.



THE LATE CHAS. CHAPMAN.
An artist who did much to promote the
London Art School.

destiny and cast in its lot with London, making municipally what had been practically and commercially one from the beginning.

The genesis of London South offers nothing for especial remark. Municipally there never was a London South. That was merely a local name given to the section across the river in the township of Westminster, which grew because of its desirability as a dwelling place. Industrially it has no history, but on its accession to the city in 1890, as Ward 6, it added considerably to the population and assessable value of London.

London West, which had been part of the city practically, but not municipally, ever since its existence, voted to cast in its lot in 1898. It was originally incorporated as a village

proofs thereof nothing could be more pertinent. In the early days there was no such thing as hunting for sport. The streams were full of fish, brook trout and bass abounding in the Thames and its many feeders, while game birds and edible animals thronged the woods. No restrictive laws hindered the furnishing of the tables of the settlers, and hunting and fishing were then matters of routine labor rather than of sport, as necessary a preliminary to a meal as filling the kettle or kindling the fire. It is only of recent years that the game bird supply has fallen short; indeed, there are men living who have hunted on present factory sites, and some old settlers delight to tell of the time when Sam Stewart took a random shot and brought down two wild turkeys that he had not seen.

The influx of settlers drove off the game, but the fish still remain to some extent. Fine strings of black bass are still occasionally taken within the city limits. The Gun Club was organized for the better enforcement of the game laws, that the shooting in the surrounding country might not be utterly destroyed, and also to protect the fisheries and maintain a source of supply, both of which objects it is accomplishing. The London Hunt was organized in 1885, mainly as a means of furnishing outdoor sport in which ladies and gentlemen could join, and to encourage equestrianism. Kennels were established at "Glenmore," on a side road in the township of London, but afterwards removed to more capacious quarters on the Proof Line Road, the name "Glenmore" being retained. During its existence many horses that have achieved continental fame as record-breakers in high jumping have been trained at Glenmore. Mr. George Burns acted as Secretary of the Hunt for the first ten years of its existence. The following are the present officers: Adam Beck, Master; Geo. C. Gibbons, President; T. H. Smallman, Vice-President; Col. A. M. Smith, 2nd Vice-President; J. B. Kilgour, Secretary; Marshall Graydon, Treasurer; Dr. Niven, Chairman House Committee.

As an incident of the early hunting days, it is related that in 1844 a number of pupils at the old Grammar School, among whom, by the way, was the present Justice Street, witnessed some hunters with their dogs who had treed a bear on the flats below the school. The bear came down, smashed the dogs and took refuge in the river near the court house. The village people were excited, and turned out *en masse* with their muskets and firearms. Mr. Kerr (of the post office) and E. W. Harris took an old dug-out boat and made for the animal. It was finally killed and the carcass towed down the river. A dispute ensued as to who owned the bear, when the custom of the country prevailed, and it was given to the hunters who pursued and remained with it to a finish.

The early residence of military officers in London gave an impetus to athletic sports, and cricket grounds and racket courts were among the earliest institutions. The first of these latter was erected about 1840, and stood on the present site of the Collegiate Institute. It was replaced by one on the south side of York street, west of the Tecumseh House. On the death of the racket club this building was removed to the corner of Richmond and York streets, and, being brick-veneered, be-

came the Holman Opera House. It gave place to wholesale storehouses on the building of the recently-burnt Opera House, in 1880. In baseball London has always taken a high rank with its amateur players, and in the days of professionalism excitement used to run to great heights. London's team became the international champions, and so advertised the city far and near. The love of the game still lingers, and Tecumseh Park is an excellent field for the game. On the Park there is also a bicycle track, and the wheelmen of the city are to be counted by hundreds. The use of the wheel, however, has ceased to be solely a means of recreation, and it now plays an important part in locomotion for business purposes.

As showing the vast strides made by London in coming out of the wilderness, it is worthy to note that in 1866 there arose a hardship from the scarcity of firewood, which went up to eight dollars per cord, with consequent suffering to many. The Great Western Railway came to the rescue and secured a supply from Bothwell, which greatly reduced the price. For this action the late Charles Hunt and Thomas Swinyard, directors of the road, received the formal thanks of the Corporation. In 1870 there was another fuel famine, which the Port Stanley Railway relieved by hauling in wood and selling it at cost. Since then coal has come into almost universal use.

London enjoys preëminence of all Canadian cities in the number and strength of its various fraternal and beneficial societies. Masonry stands at the head in point of antiquity, the first record of its appearance in the district being in 1829. The lodges in these days were peripatetic, one reason being that the charters were held by British regiments, and another the fact that there were probably not enough Masons at any point to constitute a lodge. The first meeting was held at what is now Siddallsville or Carlisle. The following year, 1830, a Masonic communication was held at "the village of the forks." It was eleven years after, in 1841, that the first lodge, No. 209a, was organized in London.

For purposes of record there is appended a list of the Deputy Grand Masters who have held office in the London District since 1855, as far back as the register goes:

MASONIC DEPUTY GRAND MASTERS FOR
LONDON DISTRICT.

Prior to 1856 the Masonic District had been known as the "Western." It was then changed to "London."



R. M. BUCKE, M. D.
Superintendent Insane Asylum.

- | | |
|-----------------------|-------------------------|
| 1855—W. C. Stephens | 1876—Jas. Sutton |
| 1856—James Daniell | 1877—J. M. Baughart |
| 1857—Thompson Wilson | 1878—J. Cascaden |
| 1858—James Moffat | 1879—R. B. Hungerford |
| 1859—Thompson Wilson | 1880—Robt. McKay |
| 1860—F. W. Thomas | 1881—Wm. Milner |
| 1861—Geo. Masson | 1882—L. G. Jarvis |
| 1862—Geo. Masson | 1883—H. G. Lindsay |
| 1863—Geo. Masson | 1884—W. G. Lunley |
| 1864—C. J. S. Askin | 1885—John Simpson |
| 1865—C. J. S. Askin | 1886—Luke Slater |
| 1866—Francis Westlake | 1887—C. N. Spencer |
| 1867—Francis Westlake | 1888—John Boyd |
| 1868—John E. Brooke | 1889—W. B. Doherty |
| 1869—John E. Brooke | 1890—A. B. Munson |
| 1870—Geo. Billington | 1891—Thos. E. Robson |
| 1871—Geo. Billington | 1892—Alex. Hess |
| 1872—Francis Westlake | 1893—P. W. D. Broderick |
| 1873—D. B. Burtch | 1894—J. A. R. Rowat |
| 1874—W. D. McGloghlon | (A. E. Cooper |
| 1875—W. D. McGloghlon | 1895—W. W. Rutherford |
| J. Jas. Sutton | 1896—W. G. McMillen* |



DR. C. A. SIPPL.
Bursar Insane Asylum.



LONDON ASYLUM FOR THE INSANE.

- 1896—A. B. Greer
1897—W. C. Harris

- 1898—S. Dubber
1899—G. F. Morris

In 1854 Oddfellowship gained its first foothold in London, and in that year Eureka Lodge was organized. Oddfellowship has ever since been a flourishing institution, and the members are now numbered by the hundreds, if not thousands. It may be said of both the Masons and Oddfellows that they have left their impress upon the architecture of the city, as the fine buildings erected by the respective orders attest. They are both noble specimens of architecture. In addition to these two ancient orders, there is scarcely a known beneficial society that is not represented in London, and one of them, the Knights of the Maccabees, was organized here by W. D. McGloghlon, who was the

*Died in office.

author of the ritual. The English, Irish and Scotch have also each their national society.

Those who take part in the Irish Benevolent Society's banquets of to-day may be interested in reading the following invitation of the early days. I cannot fix the date, but believe it to be about 1835 :



ERIN-GO-BRAGH.

SIR,—The honor of your company is requested to a national dinner at the Mansion-House Hotel, London, on St. Patrick's Day. Dinner at 5 o'clock.

RICHARD BROWN,
JOHN TALBOT,
RICHARD MURPHY, } Managers.
D. O'BRIEN,

An answer is requested before the 10th. Tickets to be had at the bar.

Another invitation, the date of which (1835) is authenticated, is curious, as showing the fashionable hours that prevailed at that period :

Mr. and Mrs. Morrill present their compliments, and request the pleasure of your company at dinner on Friday, 16th of January next, at 4 p. m.
London, Dec. 24th, 1835.

Speaking of nationality, it may be recorded that the first Chinaman settled in London in 1878. He did not remain long, but others soon followed, and there have been more or less of them ever since.

The first birth in London, already spoken of, is well authenticated by tradition. There is no record or trace of either the first marriage or first death. The first marriage in the neighborhood of which definite account can be found was that of Thomas Carling and Ann Routledge, the parents of Sir John Carling, which took place in 1820, in the township of London. The legal preliminary notice required was written and tacked to a tree, and, in the absence of ministers, the ceremony was performed by two magistrates, Col. Burwell and Squire Springer. The tree to which the notice was attached stood on the roadside opposite the present summer residence of Mr. D. S. Perrin, on the banks of the Medway. Here a man named Getty kept a store, and it was the most public place in the township in those days.

As one of the oldest marriage certificates extant in this district, the following copy is of interest :

UPPER CANADA, } Whereas, John Sifton and Deborah
LONDON DISTRICT. } Hardy, Both of the Township of
London in the Said District, where desirous of inter-
marrying with each other, and there being no parson
or Minister of the Church of England living within
eighteen miles of them or either of them they have
applied to me for that purpose. Now these are to
certify that in pursuance of the Powers granted by an
act of the Legislature of this province Passed in the
thirty-third year of his late Majesty's Reign, I, David
Springer, one of His Majesty's Justices of the peace for
the Said District, having caused the previous notice by
the Statute Required to be given have this nineteenth
Day of March in the year of our Lord one thousand
eight hundred and twenty-one Married the said John
Sifton and Deborah Hardy together and they are
become legally contracted to each other in marriage
and the Deborah Hardy has taken upon herself the
name of her said husband in the presence of

ROBT. HARDING JOHN TALBOT JOHN SIFTON
THOS. HOWARD JOSEPH HARDY DEBORAH SIFTON.

This may be a fitting place in which to state that the "oldest inhabitant" of London—that is, the one who has resided the longest in the city—is Mr. Andrew McCormick. The oldest native-born resident is Mr. Verschoyle Cronyn.

HEADS OF THE CORPORATIONS.

<i>Village Presidents.</i>		<i>Village Clerks.</i>		
1840—Geo. J. Goodbue.....	}	John David Hughes		
1841—James Givens.....				
1842—Edward Matthews.....				
1843—Edward Matthews.....				W. K. Cornish
1844—James Farley.....				Geo. Railton
1845—John Balkwill.....		Thos. Scatcherd		
1846—T. W. Shepherd.....		Thos. Scatcherd		
1847—Hiram D. Lee.....		Henry Hamilton		
<i>Town Mayors.</i>		<i>Town Clerks.</i>		
1848—Simeon Morrill.....	}	Alf. Carter Chas. Hutchinson		
1849—Thos. C. Dixon.....				James Farley
1850—Simeon Morrill.....		John Doyle		
1851—Simeon Morrill.....		John Doyle		
1852—Edward Adams.....		John Doyle		
1853—Edward Adams.....		John Doyle		
1854—Marcus Holmes.....		John Doyle		
<i>City Mayors.</i>		<i>City Clerks.</i>		
1855—Murray Anderson.....		John Doyle		
1856—Wm. Barker.....		John Doyle		
1857—Elijah Leonard.....		John Doyle		
1858—David Glass.....		John Doyle		
1859—Wm. McBride.....		A. S. Abbott		
1860—Jas. Moffat.....		A. S. Abbott		
1861—F. E. Cornish.....		A. S. Abbott		
1862—F. E. Cornish.....		A. S. Abbott		
1863—F. E. Cornish.....		A. S. Abbott		
1864—F. E. Cornish.....		A. S. Abbott		
1865—David Glass.....		A. S. Abbott		
1866—David Glass.....		A. S. Abbott		
1867—Frank (now Sir) Smith.....	}	* A. S. Abbott		
1868—W. S. Smith.....				A. S. Abbott
1869—(John Christie (resigned))		A. S. Abbott		
{ S. H. Graydon		A. S. Abbott		
1870—S. H. Graydon.....		A. S. Abbott		
1871—J. M. Cousins.....		A. S. Abbott		
1872—John Campbell.....		A. S. Abbott		
1873—Andrew McCormick.....		A. S. Abbott		
1874—B. Cronyn.....		A. S. Abbott		
1875—B. Cronyn.....		A. S. Abbott		
1876—D. C. Macdonald.....		A. S. Abbott		
1877—Robert Pritchard.....		A. S. Abbott		
1878—Robert Lewis.....		A. S. Abbott		
1879—Robert Lewis.....		A. S. Abbott		
1880—John Campbell.....		A. S. Abbott		
1881—John Campbell.....		A. S. Abbott		
1882—Ed. Meredith.....		A. S. Abbott		
1883—Ed. Meredith.....		A. S. Abbott		
1884—C. S. Hyman.....		A. S. Abbott		
1885—Henry Becher.....		A. S. Abbott		
1886—T. D. Hodgens.....		A. S. Abbott		
1887—Jas. Cowan.....		A. S. Abbott		
1888—Jas. Cowan.....		A. S. Abbott		
1889—George Taylor.....		A. S. Abbott		
1890—George Taylor.....		C. A. Kingston		
1891—George Taylor.....		C. A. Kingston		
1892—W. M. Spencer.....		C. A. Kingston		
1893—E. T. Essery.....		C. A. Kingston		
1894—E. T. Essery.....		C. A. Kingston		
1895—J. W. Little.....		C. A. Kingston		
1896—J. W. Little.....		C. A. Kingston		
1897—J. W. Little.....		C. A. Kingston		
1898—Dr. J. D. Wilson.....		C. A. Kingston		
1899—Dr. J. D. Wilson.....		C. A. Kingston		
1900—F. G. Rumball.....		C. A. Kingston		

Municipal Treasurers.

1840-52—(John Harris	1852-82—John Brown
{ W. W. Street	1882-99—John Pope

*During these years the mayors were elected by the aldermen from among their own number. In other years the people voted direct for the head of the corporation.

Municipal Solicitors.

1845-49—John Wilson	1890-94—	W. R. Meredith T. G. Meredith T. G. Meredith
1849-55—H. C. R. Becher		
1855-76—Thomas Scatcherd		
1876-90—W. R. Meredith		

Engineers.

1850-55—Capt. John Herbert Caddy	1859-79—Wm. Robinson
1855-59—Samuel Peters	1879-91—T. H. Tracey
	1891-99—A. O. Graydon

Tax Collectors.

The office of tax collector seems to have been a temporary one prior to the incorporation of the city. Among the incumbents of the office up to 1855 were John O'Neil, John McDowell, John Brown and A. S. Abbott. After that date the record is :

1855-56—A. S. Abbott	1870-80—John Blair
Alex. Johnston	James Taylor
1857-58—Alex. Johnston	1880-82—James Taylor
Wm. Oakley	Daniel Lester
1859-68—Thos. Fraser	1883-93—Daniel Lester
John Blair	J. K. Clare
1869—John Blair	1894-96—Daniel Lester
Wade Owen	Alf. McCoubrey
	1897-99—Geo. S. Hayes

City Auditors.

1855-56—John F. J. Harris	1872—A. G. Smyth
Benj. Shaw	Alex. Davidson
1857—E. S. Collett	1873—A. G. Smyth
Nicholas Wilson	W. F. Bullen
1858-59—E. S. Collett	1874—J. J. Dyas
A. G. Smyth	C. F. Complin
1860-63—E. S. Collett	1875—A. G. Smyth
Benj. Shaw	W. D. Riddell
1864—E. S. Collett	1876-79—A. G. Smyth
Charles Murray	B. Schram
1865-66—A. G. Smyth	1880-81—A. G. Smyth
Charles Murray	John Smith
1867—A. G. Smyth	1882-83—Geo. F. Jewell
John Geary	R. D. Miller
1868-70—A. G. Smyth	1884-99—Geo. F. Jewell
T. R. Westcott	Andrew Dale
1871—A. G. Smyth	
C. D. Shaw	

Police Magistrates.

1855-63—The Mayor <i>ex-officio</i>
1864-82—Lawrence Lawrason
1882-99—E. J. Parke
1900—Francis Love

Chiefs of Police.

Prior to incorporation as a city the chief peace officer had various appellations. He was at times warden, high constable, inspector and high bailiff. In ante-city days those holding the office were John Jennings, Wm. Robb, Michael McGarry, Philo Bennett, Wm. Reilly and Peter McCann. Thenceforward the record is :

1855-58—Samuel Ayres	1863 (partial)—W. Baskerville
1858-60—Thael Van Valkenburg	1863-77—Richard Wigmore
1860-62—Brock Stevens	1877-99—W. T. T. Williams

Police Court Clerks.

1855-82—The City Clerk <i>ex-officio</i>	1888-93—J. M. Keary
1882-88—Richard Wigmore	1893-99—John Moule

Chiefs of Fire Department.

1873-80—Thos. Wastie	1880-99—John A. Roe
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City Registrar.

1858-99—W. C. L. Gill

Relief Officers.

1871-83—David Hughes	1883-99—Wm. Bell
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Assistant Relief Officer.

1887-99—James Lutman.

City Hall Janitors.

1856-73—Richard Dinahan	1888-99—Henry Merritt
1873-88—Robert Mawhinney	



RIVER VIEW NEAR WATERWORKS.



CHAPTER II.

LONDON SCHOOLS AND CHURCHES.

“In every village, marked with little spire,
 Embower'd in trees, and hardly known to fame,
 There dwells, in lonely shed and mean attire,
 A matron old, whom we schoolmistress name.”
 —*Shenstone*: “The Schoolmistress.”

“——— the Christian hopes sublime
 Transcend the bounds of fate and time.”
 —*Sir Walter Scott*: “Rokeby.”



LONDON'S first schoolhouse was an attic in the jail.” So opened this chapter in the first edition of “Illustrated London.” This piece of information was originally found some years ago in a small book

intended only for private circulation, the memoirs of a well-known pioneer of Middlesex, the late Thomas Scatcherd, compiled by the late ex-Recorder Horton. The volume is rare, and the statement concerning the school is but an incidental observation, having no essential bearing on the main subject. Now, we are assured that the jail attic was not lofty enough for even an Irish Leprechaun to stand upright. It is, however, a conceded fact that the first school in London had its location somewhere about the jail

precincts, and here Peter Van Every taught the children of that day their “a, b, abs.” That was in 1827, and four years later, in 1831, Miss Stinson was the preceptress, and her academy was a decided advance on that of Van Every, though still far from being luxurious. There were no patent systems of ventilation, but plenty of it. The building was a one-story structure, built mainly of logs. The flooring and the interstices between the logs were of terra cotta. That has a sound of luxury, but it really only means hard clay. Opposite the door there was a wide fireplace, and midway between the hearth and the ceiling a branch of a tree sprang from the wall. It had grown curvilinear, and by dint of chopping had acquired a degree of symmetry. The space between the curved limb and the wall had been filled in with—well, terra cotta, and served as a mantelpiece. On one side of the room was a desk, which the pupils occupied in turn during their writing exercises. Some small forms and a chair for the mistress completed the furnishings. Miss Stinson was an educated, refined lady, the daughter of a New Hampshire physician. Fault is found with the above description on the ground that it is not probable that such a lady—who was

assisted by her niece, Miss Graniss—would consent to teach amid such surroundings. The reason is not convincing. Many ladies leave comfortable, even luxurious, home surroundings to take up missionary and educational work in far-off places. The point is not worthy of argument, only in so far as mutual reminiscences and recollections tend to elicit the facts. A few years later, in 1840, the forerunner of our Public Library was seen in a newsroom kept by John Norval,

country place," from which we are justified in assuming that by this time London was beginning to regard itself as metropolitan. Reverting to the early schools, a pedagogue of a period prior to 1846 was named Gallagher, his temple of learning being situated on the north-west corner of King and Talbot streets, the town hall which afterwards stood there—and which, brick-veneered, still remains—being then located on the market square. John Talbot, who opened a school



STREET PARADE OF SCHOOL CHILDREN — HOISTING THE FLAG — DOMINION DAY.

“over Garrison’s store,” where the casual visitor might drop in and devour all the current literature of the day, at the rate of a York sixpence (6½ cents) per visit. How long this lasted cannot be said. There is no record of its inception, nor of its closure, but it was advertised as being for sale in the “Inquirer” newspaper of 1844, so that it must have been in existence at least four years. At the latter period it was described in the advertisement as being “suitable for a

on Ridout street in 1832, and Miss Merrill, were also among the earliest school teachers of London. Apropos of the early teachers, here is a tale of the experience of Mr. Hugh Matheson, of the village of Embro. To secure the school there it was necessary he should pass an examination in London. This city he reached on foot, and put up at McPhee’s hotel on the corner of Dundas and Richmond streets. Stumping operations were being carried on all around this hotel,



F. W. MERCHANT, M. A.
Principal W. O. Normal School, London.



J. I. DEARNESS.
Vice-Principal W. O. Normal School, London.



WESTERN ONTARIO NORMAL SCHOOL, LONDON.

the small clearings being under tillage. Mr. Matheson tells the rest of the story thus :

Next morning at 10 o'clock I appeared before the board, which was constituted of Col. Askin (secretary), Lawyer Wilson (afterwards judge), and two other judges from Niagara district. I presented to them the too excellent recommendation my brother got from the Rev. Mr. McKenzie. They passed it the one to the other without any comment, then dismissed me with the request to call next morning at the same time and place. I did so. The chairman pulled my documents out of a drawer, cut and dry, already sealed and ready for delivery. There was one blank left which they could not fill without asking me one question, which was :—

“Did I teach classics?”

I bowed my head in the affirmative. I thought the question was, “Did I teach the scholars in classes?” So the blank was filled out by giving me authority to teach any school in Upper or Lower Canada, where a classical education was required.

As Mr. Wilson was gifted with a sense of humor, it is not an unfair guess that he did put the question as Mr. Matheson understood it. There is something intellectually grotesque in a classical master being required in this locality in those days.

Prior to all this, however, other private schools had been established, and several had lived—and most of them died—before, in 1842, Rev. Benj. Cronyn was appointed Superintendent of Education for the town of London, and was ordered to district the town for school purposes. He simplified his work by constituting each ward a school district. The total amount of school taxes at that period did not exceed five hundred dollars, but the disputations and wrangles over the spending of this sum were as great as now when the total expenditure for salaries alone equals that sum multiplied by one hundred and fifty. The “ward schools” were soon found to be inadequate, and a demand for “higher education” sprung up in 1848 that resulted in the building of the now defunct “Union School” the following year. The school board at that time consisted of Right Rev. Benj. Cronyn, chairman ; J. Skin-

ner, W. Elliot, G. McLatchey, and W. Livingston, with Rev. W. F. Clarke as secretary. The first staff of teachers in this school consisted of N. Wilson, J. C. Brown, Wm. Irwin, E. J. Craig, J. Taaffe, Jas. McLearen, Mrs. Hopkins, Misses Bethel, Corrigan, Sharpe, Lester, and Robertson. The pupils of this year (1849) numbered 1,800. The first principal of the Union School was Mr. Nicholas Wilson, and here it may be noted that the only trustees at the time of his appointment who are now alive are Sir John Carling and Judge Wm. Elliot. Mr. Wilson was succeeded by Mr. Hunter, and he in turn gave place to Mr. J. B. Boyle, who became the principal on the town merging into a city in 1855. He held the office till

he was appointed Inspector of the city schools, and “died with harness on his back,” being found dead at his desk in the schoolhouse in 1891. It is with a feeling of regret, and through no lack of diligence in search, that a picture of Mr. Boyle is absent from this work. The fact is, he never had one taken, if exception is made of a large group picture—taken in front of the old Union School for exhibition at the



OLD GRAMMAR SCHOOL, KING STREET.

Centennial Exhibition at Philadelphia in 1876—and in this the individual faces are too minute to be recognized. In the course of search, application was made in many quarters where such a picture would likely be if in existence, and in his reply one of the gentlemen written to—Mr. W. Anderson, F. C. A., City Auditor of Toronto—paid a tribute to Mr. Boyle that is deserving of preservation. It was written in a private letter and not intended for publication, but on request Mr. Anderson consented that his words might be made public. He wrote :

“I may here remark, as a well-deserved tribute to a worthy man, that, having enjoyed the advantage of being a private pupil of his for several years, I can freely say I have never met a man possessing in a higher degree the characteristics that constitute the



S. J. RADCLIFFE, B. A.
Principal London Collegiate Institute.



COMMERCIAL SCHOOL.
London Collegiate Institute.



THE LONDON COLLEGIATE INSTITUTE.



OLD UNION SCHOOL.

essential elements of the true gentleman. His intellectual gifts were of a high order, while his liberal views, advanced ideas, extensive reading, and rare ability to impart knowledge, rendered him *facile princeps* among the members of the teaching profession. Many a youth was indebted to Mr. Boyle for his scholastic training, gratuitously bestowed. Even after the labors of the day were over he would work on far into the night with diligent and deserving pupils, his only reward being the pleasure he derived from helping others. Not a few now look back with gratitude to the hours spent in his company and recall the sound training received, the noble sentiments inculcated, the ambitions aroused, and the intellectual gymnastics practised under his guidance."

Mr. Carson succeeded Mr. Boyle as Inspector, and still holds the office. With the development of the Collegiate Institute the Union School was believed by many to have outlived its usefulness, and in 1890 it was razed and the site cut up into building lots. Many successful business and professional men of to-day, in London and elsewhere, were graduated from the "old Union School," but it had its day, and sentimentalists may heave a sigh over the fact that the capstone of the old seat of learning now does duty as a horse-block within gunshot of its former proud position. In 1897 Mr. Nicholas Wilson completed a fifty-year term of pedagogy in London, and the unique event was celebrated by the presentation to him of a complimentary address and \$1,000 in gold, as a souvenir from his expupils in all parts of the world. As a reminiscence, it is worthy of note that the last log house to remain standing in London was on the lot now occupied by the Simcoe Street graded school. The growth of school accommodation in London proceeded *pari passu* with that of the school population, and to-day there is no city in the Dominion better provided. The admission of London West into the city involved new obligations and increased expenditure during 1898. An additional room was opened in connection with the Public School there, and a Kindergarten Room was established at Albert Hall. Probably the most important transaction of the year 1898 was the erection and completion of what is known as the Commercial Building in connection with the Collegiate Institute. By its establishment, accommodation has been furnished for all those pupils who, after passing the entrance examination, are desirous of taking up a course of study to prepare them for commercial pursuits. The various Public School buildings, with their sites, are valued at a quarter of a million dollars, the furniture and apparatus are worth thirty thousand dollars, while the salaries paid the officers, teachers, and janitors aggregate seventy-five thousand dollars

per annum. There are one hundred and ten Public School teachers, thirteen transition teachers, fourteen kindergarten directors, with an equal number of paid assistants, and a music master; the whole staff, including the Inspector, making a total of one hundred and fifty-three. The average salary of the female teachers in London is \$346, and that of the males, \$840, which is, respectively, \$74 and \$25 less than the average of all the cities of Ontario combined. The number of pupils on the roll is 6,160, with an average daily attendance of 5,000. The Collegiate Institute, building and site, is valued at \$100,000; the salaries of teachers, janitors, etc., entail an annual expenditure of \$23,000; while the value of the apparatus, library, etc., is placed at \$4,000. The number of pupils on the roll is 1,027. During the past year the Board of Education decided that an annual fee of ten dollars should be imposed on Collegiate Institute scholars. The average cost of education in the Public Schools of London is \$10.55, and in the Collegiate Institute \$23.52, which is \$6.48 less than the average cost throughout the Province. The total cost of the Public and Separate Schools of London during the past decade and a half, with the proportion it bears to the general assessment, is given below :

Year.	Public Schools.	Separate Schools.	Annual Rate on \$.
1884	\$30,878 56	\$2,600 00	3 Mills.
1885	29,320 00	2,700 00	2 ⁹ / ₁₀ "
1886	34,911 00	2,900 00	3 ¹ / ₁₀ "
1887	33,950 00	2,800 00	2 ⁸ / ₁₀ "
1888	43,371 00	3,340 00	3 ⁶ / ₁₀ "
1889	33,000 00	2,810 00	2 ⁷ / ₁₀ "
1890	51,395 29	3,860 00	3 ¹ / ₁₀ "
1891	48,386 65	3,700 00	3 ⁶ / ₁₀ "
1892	57,850 00	4,446 00	4 ² / ₁₀ "
1893	37,433 91	2,800 00	2 ¹ / ₁₀ "
1894	49,087 00	3,600 00	3 ⁵ / ₁₀ "
1895	65,873 29	4,715 00	4 ⁷ / ₁₀ "
1896	68,432 20	4,950 00	4 ¹ / ₁₀ "
1897	71,673 76	5,212 00	5.04 "
1898	74,061 46	5,396 68	4.9 "
1899	81,619 60	6,602 00	5.4 "

Mr. A. S. Abbott acted as secretary of the School Board from the time of his appointment as City Clerk till 1893, when he was succeeded by the present incumbent, Mr. R. M. McElheran. In addition to the Public Schools, there are four Separate Schools, under the direction of the Roman Catholic authorities. These fit pupils for the Collegiate Institute course.

It is worthy of record that the first kindergarten school west of Toronto was established in what is now Ward 6 of the City of London. It was then, however, still a rural school section, and the school was the pioneer kindergarten in rural sections. The trustees at that

SIMCOE ST
School.



MODEL SCHOOL — SIMCOE STREET.

time were Mr. J. S. Dewar, afterwards chairman of the city Board of Education; Mr. R. M. McElheran, at present secretary of the Board of Education, and Mr. Frank Harding.

There is also a boarding and day school for girls at the convent of the Sacred Heart. It is open to all denominations, but does not come within the category of free schools. This applies to several schools, colleges and academies, which are based on proprietary or commercial considerations.



R. M. GRAHAM.
Principal Model School.

Huron College is a theological institution in connection with the Episcopal Church. It was founded in 1863, and is now in affiliation with the Western University, which was established in 1878, and by its charter is empowered to grant degrees in arts, divinity and medicine. The Medical College was founded in 1881, and seven years later the school at the corner of York and Waterloo streets was erected. The arts department of the Western University, which was formally opened in 1895, will be an aid to those who intend taking up the study of the law.

Reverting to the earlier educational institutions of London, the old Grammar School should not be omitted. The first teacher of this school was the late Francis Wright, who taught for some years, till declining health led to his resignation. He was succeeded by Mr. James Thompson (familarly and affectionately known as "Jim"), of Adelaide, an accomplished scholar. Then came the Rev. Benj. Bayly, a graduate of Trinity College, Dublin,

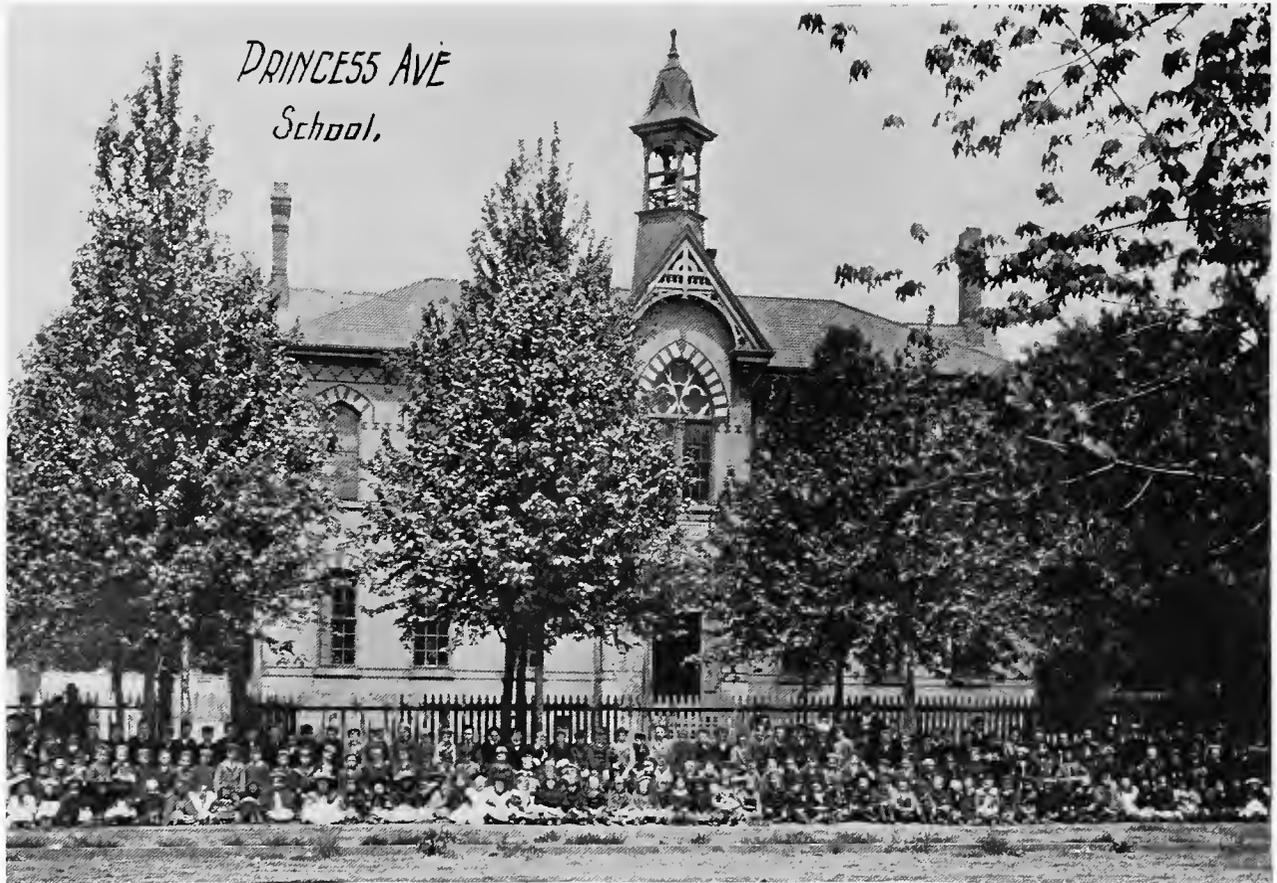


who continued his mastership of the school after its amalgamation with the senior division of the Central School, and finally as principal of the new Collegiate Institute, until the day of his death.

From the halls of the old Grammar School were turned out matriculants who have since achieved high place—not alone locally, but in the eye of the country. Professional and commercial men who have risen to the top—

Ottawa. Hereafter London will be the educational headquarters of the whole of Western Ontario. Mr. F. W. Merchant, principal of the London Collegiate Institute, has been appointed principal of the new Normal School, and Mr. John I. Dearness, East Middlesex Public School Inspector, assistant principal.

A pretty ceremony has of late years been introduced in connection with the celebration of Confederation Day, 1st July. It is known



jurists who ornament the bench—men in every walk of life—recall with affection their alma mater, the old Grammar School.

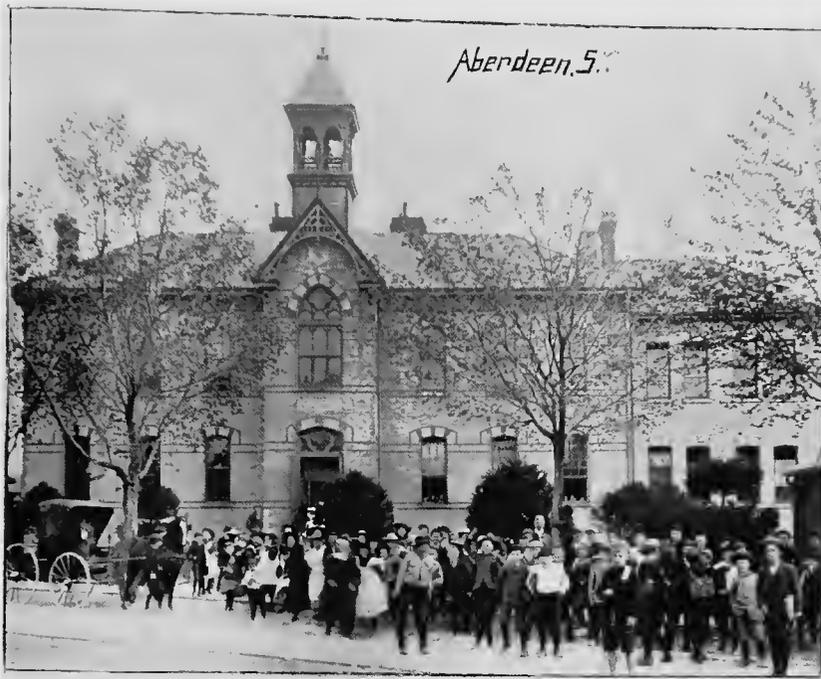
The Western Ontario Normal School is a striking edifice that adds one more to the architectural beauties of London. The building was begun in the fall of 1898. It is located on the south-east corner of the Wortley Road and Elmwood Avenue, and is fitted up in a modern fashion, with all requirements so far known in institutions of its kind. Heretofore Normal School students from the West had to go to Toronto or

as "The Hoisting of the Flag," and consists of the school children assembling on the park, and there, after some simple ceremonies, the halyards are grasped by the scholars and the Union Jack is, amid the cheers of the multitude, run up to the peak of the staff.*

* Let me here quote a few sentences culled from a notable paper written by General Harrison, ex-President of the United States, apropos of Queen Victoria's Jubilee: "There is a love in English hearts, and a respect in all hearts, for the good and venerable woman who forso long has been Queen of England, born of her personal virtues; but she is loved by Englishmen more for what she personifies—the government and the glory of England.

As a matter of record, the names of the School Board and its officers for the present year (1900) are appended :

Barrister; Chas. Colerick, Contractor. Ward 3—John Jones, Contractor; Thomas Evans, Accountant. Ward 4—C. H. Ziegler, Dentist; J. M. Logan, Publisher. Ward 5—W. M. English, M. D.; E. W. Boyle, Druggist. Ward 6—John MacPherson, Barrister; A. Wilkins, Gentleman. Officers: S. J. Radcliffe, B. A., Principal Collegiate Institute; William J. Carson, Inspector Public Schools; John Pope, Treasurer; R. M. McElheran, Secretary.



The Western School of Art, which is under Government auspices, was opened in 1877, and has proven a great aid and incentive to the study and practice of art. The late Mr. J. H. Griffith had been connected with the school from its opening till his death in 1898, and he, in company with the late Mr. Charles Chapman, may be set down as the real fathers of

Chairman: R. A. Bayly, Barrister. Collegiate Institute: Thos. Gillean, Jeweller; D. W. Blackwell, Merchant; E. J. MacRobert, Insurance Agent; D. Regan, Gentleman; Mrs. H. A. Boomer; Walter Morgan, Designer; W. T. Hamilton, Cutter. Public Schools: Ward 1—W. J. Teasdall, M. D.; C. J. McCormick, Merchant. Ward 2—R. A. Bayly,

She is always for the State, never for a party — party management is left to the Ministry. * * * Patriotism should be cultivated — should, in every home, be communicated to the children, not casually, but by plan and of forethought. For too long our children got it as they did the measles — caught it. * * * In the home, and before the school days come, the feelings should be kindled and sentiment awakened. Do not be ashamed to love the flag or to confess your love of it. Make much of it — tell its history — sing of it. It now floats over our schools, and it ought to hang from the windows of all our homes on all public days. Every man should uncover when the flag is borne by in the parade, and every one should rise when a national air is given at a concert or public meeting."



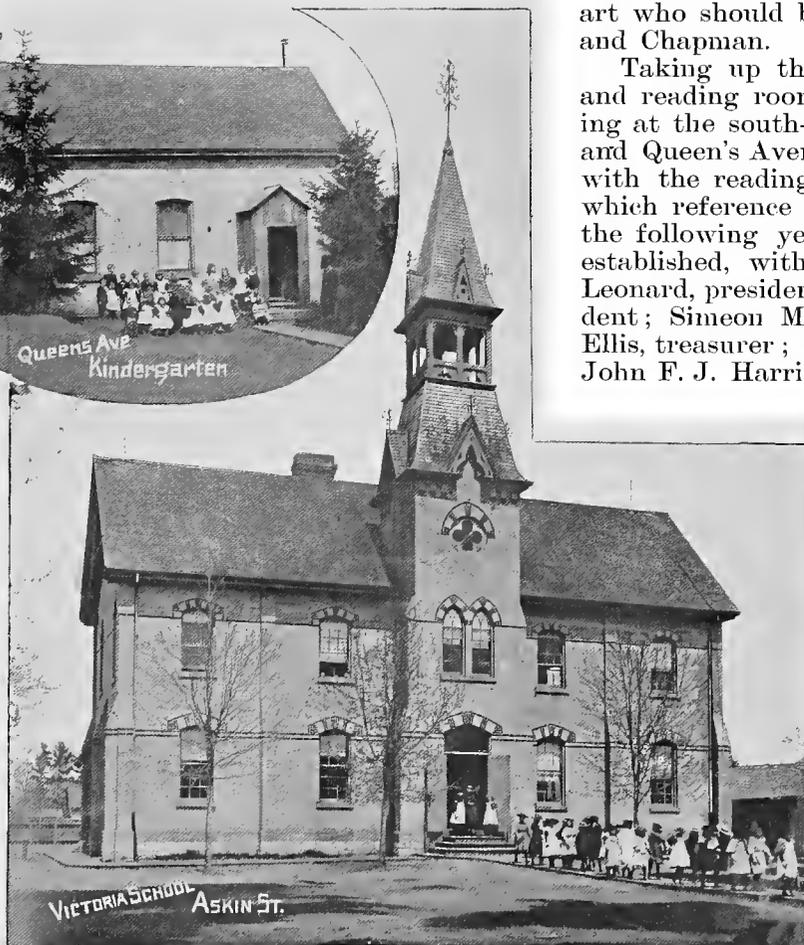
the school. It did and is doing good work in promoting the study and practice of art. One of its earliest students was the late Paul Peel, who achieved European fame, and whose



EMPRESS AVENUE SCHOOL, WEST LONDON.



RICHMOND STREET NORTH SCHOOL.

QUEENS AVE
KindergartenVICTORIA SCHOOL
ASKIN ST.

father, Mr. J. R. Peel, was one of the pioneers in art who should be included with Messrs. Griffith and Chapman.

Taking up the genesis of the Public Library and reading room, which occupies the fine building at the south-west corner of Wellington street and Queen's Avenue, it may be said to have begun with the reading room that existed in 1840, to which reference is made on a preceding page. In the following year the Mechanics' Institute was established, with the following officers: Elijah Leonard, president; Henry Dalton, 1st vice-president; Simeon Morrill, 2nd vice-president; E. P. Ellis, treasurer; James Dall, recording secretary; John F. J. Harris, corresponding secretary; Wm.

McBride, librarian. The Institute was not incorporated till eleven years later (in 1852), when it had its quarters in a building on the court-house square. This was afterwards removed to Talbot street, where it stood for several years—in fact, the rear portion is still standing. It is used now as a factory, and faces Queen's Avenue. The Institute maintained a nominal existence, with occasional spurts of vitality, for about twenty years, when in 1870 a fresh lease of life was taken, under the following officers: President, F. Westlake; 1st vice-president, R. Lewis; 2nd

TALBOT STREET.



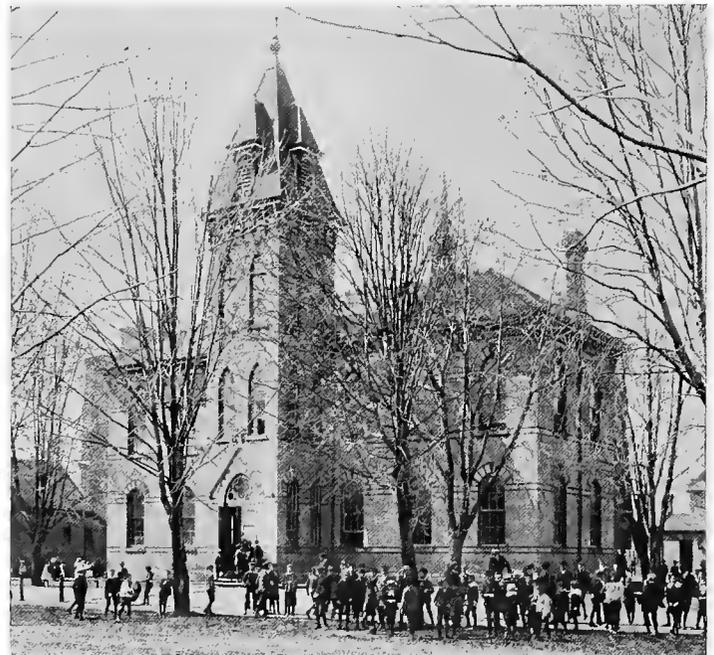
LORNE AVENUE.



vice-president, T. F. McMullen; corresponding secretary, H. A. Baxter; recording secretary, M. D. Dawson; treasurer, Adam Begg; managers, Isaac Waterman, T. Brown, J. R. Peel, A. J. G. Henderson, W. Skinner, H. I. Brown, S. McBride, J. Siddons, James Smith, R. Reid, Wm. Noble, and George Anderson. The old library, containing fifteen hundred volumes, was reopened and additions made. The Institute so flourished for a time that a new site and more pretentious building were decided upon. As a result the corner stone of the structure on Dundas street now occupied as Conservative Club rooms and London Opera House was laid in 1876, the officers of the Institute being then as follows: President, Col. Walker; 1st vice-president, T. H. Tracey; 2nd vice-president, Thomas Green; recording secretary, J. O'Connor; corresponding secretary, Alf. Robinson; treasurer, W. W. Fitzgerald;



HOLY ANGELS SEPARATE SCHOOL.



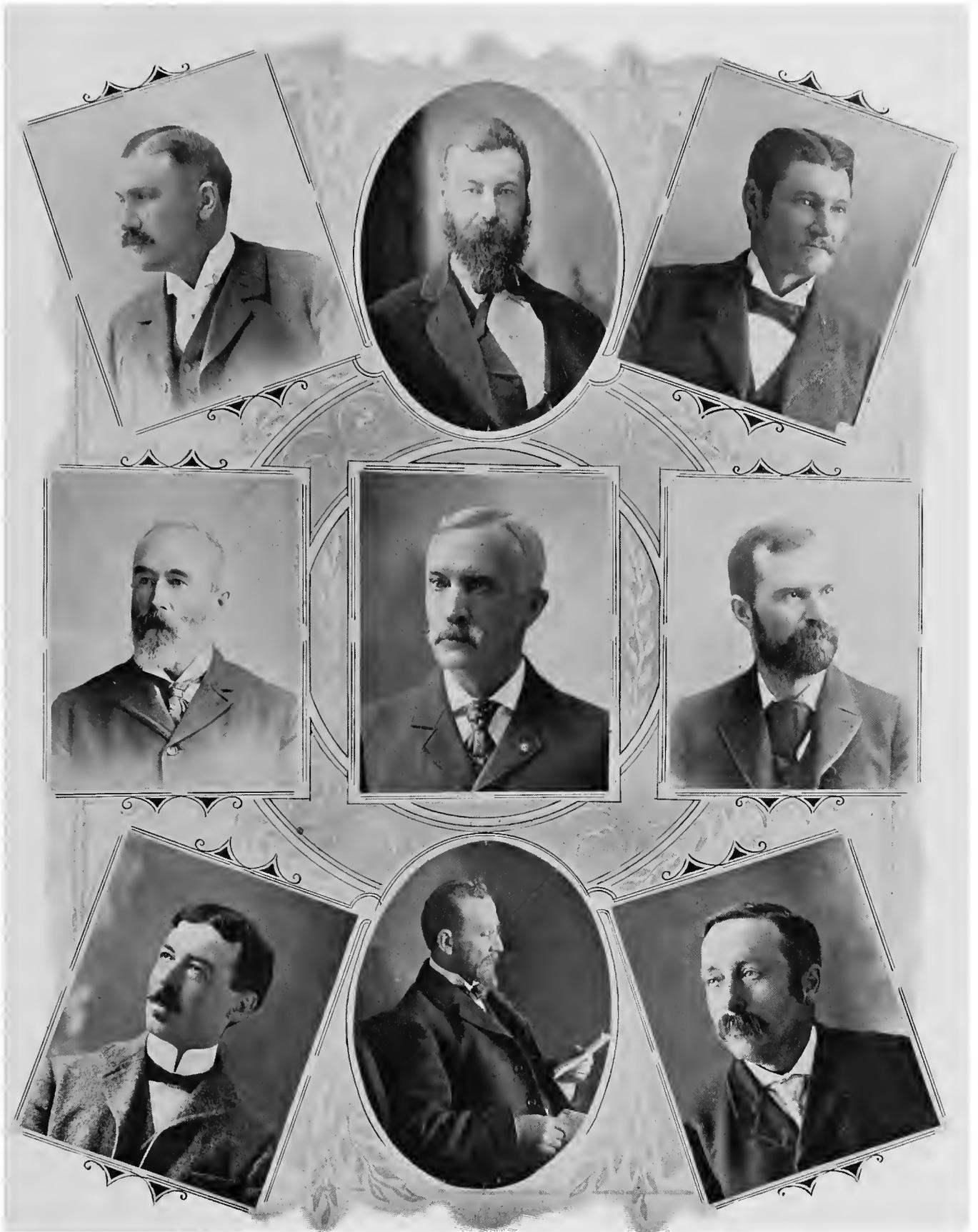
SEPARATE SCHOOL, PARK AVENUE.

directors, R. Lewis, Alex. Harvey, B. W. Greer, S. Mummery, A. J. G. Henderson, W. Fairbairn, Dr. J. R. Flock, J. Moses, W. Lewis, and W. J. Smart. The Mercantile Library Association was organized in 1852, but does not appear to have lived long into the sixth decade of the century. Among those whose names have been preserved as leading spirits in it were David Glass, Henry Long, L. Lawrason, Chas. Ramsay, M. W. Cummings, Joseph Atkinson, C. D. Holmes, J. C. Brown, G. Gordon, Jr., James Egan, and Charles Crookall. The establishment of the Public Library did away with any necessity that ever existed for the Mechanics' Institute, and the latter was

merged in the former in 1894, the Library being opened to the public the following year, with R. J. Blackwell as librarian, and Misses Gray and McLaughlin assistants, who still remain, with another assistant, Miss Leigh. The board of directors at the opening was made up of H. Macklin, chairman; R. Reid, T. W. Keene, Joseph Marks, E. R. Cameron, J. Egan, R. H. Dignan, and Talbot Macbeth, Q.C., the latter having replaced Geo. A. Burrell on the original board. The board for the present term (1900) is composed of Messrs. Talbot Macbeth, Q. C., chairman; Frederick G. Rumball, Mayor; George C. Gunn, Henry Macklin,

Joseph C. Judd, James Egan, A. O. Jeffery, Q. C.; E. Manigault, and R. H. Dignan. The Library building is one of the few public structures that was built within the first estimate.

London's church history began early in 1830, but there is no clear record as to when the first house of worship was erected in the place. In 1833 a church was built by the Methodist body, on the west side of Ridout street, north of Carling. The structure was of the material known as "rougheast." London at that time was merely a preaching station, and had therefore no settled pastor, but the names of Rev. Messrs. Stoney, Newberry, Matthew Whiting, Robt. Corson, Philo



EX-CHAIRMEN, CHAIRMAN AND OFFICERS BOARD OF EDUCATION.

E. J. MACROBERT, ex-Chairman.
 THE LATE J. B. CAMPBELL, M. D., ex-Chairman.
 R. A. BAYLY, Chairman.

THE LATE JAMES WRIGHT, ex-Chairman.
 J. S. DEWAR, ex-Chairman.
 W. J. CARSON, Inspector Public Schools.

J. M. LOGAN, ex-Chairman.
 W. J. TEASDALL, M. D., ex-Chairman.
 R. M. McELHERAN, Secretary.

Bennett, and James Jackson have been preserved as among the pioneer preachers. Six years later the congregation had grown so that a more commodious place of worship was needed, and a site was selected at the

workman. This church was only used for a couple of years, and in 1841 a third one was erected on the east side of Richmond street, south of Dundas. It was continued in use for ten years, and was then devoted to com-



HURON COLLEGE.

south-east corner of King and Talbot streets, where a frame building was erected. It is recorded that the first piece of ornamental plastering done in London was in connection with this building, Henry Roots being the



MEDICAL SCHOOL.

mercial purposes, being burned in 1870. Early in the fifties the division in the Methodist body occurred, and the historic "North Street Church" came into existence, under the pastorate of Rev. Wm. Pollard, he having succeeded Rev. Dr. Evans. The lot was purchased from Anthony Pegler for £700. The board of trustees at the first consisted of William Glass, George Tyas, John Elson, S. Peters, S. McBride, and S. Sreaton. The contract was let the following year, and in 1854 the church was dedicated. It is noteworthy that in all this time there have been but three board secretaries. Wm. McBride held the office till 1874, and A. B. Powell from that date till his removal from the city in 1898, when he was succeeded by the present incumbent, R. J. C. Dawson. In 1873 an addition known as Wesley Hall was built, and in 1880 great improvements were made, including the erection of an organ at a cost of \$9,000. The church pursued its prosperous course till early in 1895, when it was destroyed by fire, as was also in a few days afterwards the Dundas Street Centre Methodist Church. The latter congregation resolved to rebuild on the old site, but the former removed to the corner of Dufferin Avenue and Wellington street. Both of the new edifices are on a grander scale than their predecessors, and are as fine specimens of architecture as may be found in the Province. It is a circumstance worthy of record that Mr.

S. McBride, who placed in position the weather vane on the spire of the first church in 1854, performed the same service on the new church in 1896—forty-two years afterwards. The old North Street Church has frequently been called the parent church of Methodism in London, and it lived long enough to see a numerous and successful progeny spring up

around it. At the time of its erection the old church was computed to hold more people than any other building in London. For this rea-

all of a high order architecturally and attesting in solid brick and stone the prosperity of the Methodist body. These are: The First Methodist (rebuilt Queen's Avenue, or old North Street), Dundas Centre (corner Dundas and Maitland), The Centennial (Dundas street east), Wellington Street (corner Wellington and Grey), Colborne Street (corner Colborne and Piccadilly), and London South (corner Craig, formerly Askin, and Teresa), Empress Avenue Church and the Kensington Church in old London West. The King Street Church (formerly Methodist) is now owned by the Christian Workers. There are also several missions, yet to grow into churches, in various parts of the city; and a colored congregation of Methodist Episcopalians, who have a fine brick church on Grey street, east of Colborne. It dates back to the days of 1852, when the church was on the west side of Thames street, between Bathurst and Horton. Apropos of this, it may be mentioned that a convention of colored refugees from slavery was held at London in April, 1853,



THE RT. REV. BENJAMIN CRONYN, LL. D.
Bishop of Huron, 1857-1871.

son it was selected in 1865 as the place for holding memorial services on the occasion of the assassination of President Lincoln. G. W. Moncrieff delivered the oration of the day. The church was vested in "the trappings and suits of woe," city bells were tolled, stores closed, and the

occasion one of universal sorrow, though the town was full of secession sympathizers. But this was merely an incident in, not a part of, the church's history. Space does not permit a tracing in detail, but it will awaken pleasant recollections for the older readers to recall the names of some of the pastors of the pioneer church of London. We find in the list those of Carroll, Evans, Pollard, Wilkinson, Douse, Cooney, Sanderson, Jones, Potts, Bishop, Hunter, Elliott, Briggs, Jeffers, Hannon, Graham, Philp, Gaetz, Treleaven, Sutherland, Scott, Boyd, Annis, Daniels, and others whose names are familiar in Canadian Methodist history.

It is sufficient to say that the progress of Methodism has been not only rapid, but substantial, and that there are to-day within the corporate limits no less than eight churches,



THE RT. REV. I. HELLMUTH, D.D., D.C.L.
Bishop of Huron, 1871-1884.

those present being mainly residents of the place and of the Wilberforce settlement near Lucan. This had been established by the Quakers as a refuge for runaway slaves. The last survivor, Mrs. Bell, died in 1878, over one hundred years of age. The colored population of London at the time of the convention numbered 276, and they owned real estate assessed at \$13,504—a considerably higher average than for the white men of the period. In the September previous an anti-slavery society



THE RT. REV. MAURICE S. BALDWIN, D.D.
Bishop of Huron.

had been started, when Rev. S. R. Ward, a colored man, visited London and preached in the Methodist New Connexion Church. The officers of the society were: President, Rev. Wm. McClure; secretary-treasurer, Rev. R. Boyd; directors, Revs. John Scott and W. F. Clarke, Drs. Salter and Wanless, and Messrs. John Fraser, Wm. Rowland, and A. B. Jones. The "Fugitive Chapel" (still standing as a dwelling house on Thames street) was erected, and London became one of the termini of what was known in slavery days as the "Underground Railway." Incidentally, it may be mentioned that in the summer of 1858 John Brown, the apostle of abolition, visited London, and passed his time here and in Chatham while drafting the Constitution of his proposed Provisional Government of the United States. He received warning that his hiding place was known, and returned to Kansas. His uprising at Harper's Ferry and subsequent death on the scaffold are matters of history. Some of his relatives still reside here.

Anglican traditions antedate those of Methodism, going back to 1827, but it was two years later before a clergyman was placed regularly on the district, which was called "St. Paul's." He was the Rev. E. N. Boswell, and remained about three years, being succeeded in 1832 by Rev. Benj. Cronyn, who came hither from Ireland. There was no regular place of worship, however, and services were conducted in the old Grammar School, on the court-house square. The first St. Paul's Church, a frame structure, was erected in 1834, where the present Cathedral stands. It was destroyed by fire, after ten years of service, on Ash Wednesday, 1844, and on Ash Wednesday, 1846, its successor was dedicated to public worship. This building was supplemented by a frame school-house, which is still standing. It is on the old Kent estate, in that portion of Hyman street formerly known as London Lane, and has for years been used for residential purposes. Among the leading members of the congregation at that time were Judge H. Allen, H. G. Allen, J. B. Allen, J. B. Askin, H. C. R. Becher, H. Chisholm, James Givens, G. J. Goodhue, L. Lawrason, C. Monsarrat, W. Horton, John Harris, W. W. Street, Freeman Talbot, John Wilson, and C. S. Gzowski. One of the few remaining tombstones in St. Paul's churchyard is apt to be misleading to the historian. It marks the grave of Lawrence Lawrason, and the date of death is given as March 9, 1830. The age may be taken for either 10 or 70, and if looked at when the

stone, which lies flat, is marked with mud and snow, is most likely to be taken for the latter. This gives the impression that it marks the grave of the pioneer Lawrence Lawrason, who died fifty-two years later, on the 14th of August, 1882. When it was decided that the frame building should be replaced by a brick edifice, the bricks required were made from clay dug on the premises and burned on the site of the church. The town council of a subsequent date refused to permit a brickyard to be established on "North street, adjoining the churchyard." For what reason is not stated, nor is there anything to show whether reference was made to St. Paul's churchyard or to the cemetery which was then located at the western end of North street, overlooking the river. The corner stone of the new edifice was laid in June, 1844, by Bishop Strachan; the only Masonic lodge in the place, St. John's Lodge, 209 (now 209a), taking part in the ceremonies. Soon after the erection of the church, a chime of bells, the first in Western Canada, was added, and still remains. The bells were purchased in London, England, shipped to Port Stanley, and from there carted to this city. Within the past few years St. Paul's has been greatly improved, and now ranks as one of the finest ecclesiastical structures in the Dominion. The old Chapter House on Piccadilly street being disposed of, it was determined to "restore" St. Paul's and to add to it an extension on the north which should serve as diocesan offices and chapter house. The Diocese of Huron, with London as the See city, was created in 1857, and Rev. Dr. Cronyn became the first bishop. Under his episcopacy the diocese flourished, till in 1871 Rev. Dr. Hellmuth was appointed Coadjutor Bishop. He became bishop on the death of Bishop Cronyn in the same year, and held the position till 1884, when he resigned to make his residence in England, having received an appointment as Suffragan Bishop. In that year the present incumbent, Right Rev. Maurice Baldwin, who had been Dean of Christ Church Cathedral, Montreal, was chosen Bishop of Huron, and still holds the office. Among the names of those who are or have been connected with St. Paul's in a clerical capacity we find Canon Innes (Dean of Huron), Dr. Bayly, H. H. O'Neil, Hayward, John McLean (afterwards Bishop of Saskatchewan), W. Rainsford, G. J. Lowe, Starr, S. B. Kellogg, J. G. Baylis, J. Gemley, A. Brown, Richard Hicks, Canon Dann, and others. St. Paul's furnishes an example of long continuance in office, A. G. Smyth

having been vestry clerk since 1859. Former clerks had been Wilson Mills and J. C. Meredith. Canon Innes has been connected with the Cathedral for close upon a generation, and on the celebration of his twenty-fifth year of connection with St. Paul's the event was fittingly recognized by the congre-

gation by the presentation of a congratulatory address and a substantial purse of gold. Many churches have been erected as offshoots of St. Paul's. Among those are Christ Church, corner Wellington and Hill streets, 1863; Memorial Church (erected by the family of the late Bishop Cronyn), corner William street and Queen's Avenue, 1872; St. George's, London West, 1874; St. James' (of which Archdeacon Davis has been in



ST. JAMES' CATHEDRAL LONDON ONTARIO



SOUTHERN CONGREGATIONAL



MASKINONGE METHODIST



CHRIST CHURCH.

ST. ANDREWS' PRESBYTERIAN



OLD ST. ANDREWS AND MANSE.



ST. MATTHEWS CHURCH.

pastoral charge since the opening), Askin street, 1875; St. Matthew's, London East, 1882, and St. John's, corner Wellington and St. James' streets, 1888. The dates of erection of these various churches give a clear idea of the steady growth of the Anglican communion in London.

The Presbyterian body first appears as a regular congregation, with a specified pastor, in 1832. The date of the erection of the first church is not clear, but it was about this time. It was a frame building on York street, in rear of where the Tecumseh House now stands, and there services were held till 1859, when the church was burnt. The following year it was reërected of brick on the present site, corner of Park and Dufferin Avenues, and here in 1872 the first organ was heard in a Presbyterian church in London. In 1894 it was again remodeled and rebuilt, and is now one of the handsomest buildings in London. While the official title has always been "The First Presbyterian," for years it was popularly known as "Proudfoot's Church," the first pastor having been Rev. W. Proudfoot, who was succeeded by his son, Rev. Dr. Proudfoot, in 1851, who held the office till increasing infirmities necessitated his retirement in 1890. He was followed by Rev. Mr. Clark, the present pastor. The first meeting of the Presbytery of London took place in this church, and it will be of interest to recall the names of those who took part. They were Revs. Dr. Proudfoot, J. Rennie, M. Fraser, J. K. Wright, Geo. Cuthbertson (Sarnia Presbytery), A. Henderson, J. M. Munro, A. Beamer, J. Wells (Sarnia Presbytery), F. Ballantyne, M. A., L. Cameron, N. McKinnon, K. McDonald, W. A. Sutherland, John M. Morris, D. B. Whimster, Hugh Cameron, J. Johnston, D. Stewart, D. McGillivray, J. Stewart, D. Mann, and Geo. Sutherland. The elders at that time were James Shields, A. Sutherland, Thos. Gordon, William Brown, Adam Murray, James Bell, D. Turner, A. McMillan, D. K. McKenzie, James Scott, D. McNair, Neil Munro, and James Douglas. One of these, Adam Murray, still survives, a resident of Chicago.

Rev. John Scott, who was the first pastor of St. Andrew's Church, and who held that position for exactly a quarter of a century, from 1850 to 1875, prepared in 1868 a history of that church. Therein he says that up till 1833 the Presbyterians of London regarded themselves as belonging to the Church of Scotland. In that year they formed a distinct society, and heard the gospel expounded by missionaries sent from England, Ireland

and Scotland, as well as neighboring students and ministers, till the year of Mr. Scott's induction. In 1842 a lot for church and cemetery purposes was obtained from the Government—the present church and parsonage site, corner of Queen's Avenue and Waterloo street—and here a frame building 45 x 60 feet was erected and opened in 1843, Revs. Donald Mackenzie, Duncan McMillan and Robert Lindsay officiating. A fortnight later the congregation was formally organized by the election of Alex. Ross, John Mitchie, William Clarke, James McLaren, and Andrew McCormick as elders, and the first communion service was held early in the winter of the same year, Revs. Mackenzie and McMillan officiating. On its sale in 1868, to make way for the present structure, it was taken apart and reërected down the river as a woolen mill, for which purpose it was used till the city acquired the property for waterworks purposes. The old church was then utilized as a refreshment room till 1897, when it was destroyed by fire. The present St. Andrew's Church was erected at a cost of \$30,000. This sum the congregation soon paid and collections were abolished. The list of the principal contributors to the building reads like a connecting link between the past generation and the present. Those who gave \$100 and upwards were: John Birrell, Wm. Begg, Alex. Campbell, Andrew Chisholm, John Campbell, David Bogue, John M. Burns, Thos. Browne, W. H. Birrell, Ewan Cameron, John Cousins, Wm. Clark, Duncan Campbell, James Durand, R. S. T. Davidson, David Denholm, Wm. Durand, John Elliott, J. H. Fraser, William Gordon, G. M. Gunn, Alex. Gauld, James Glen, Alex. Graham, A. J. G. Henderson, W. Kent, Daniel Lester, Mrs. Lyle, — Lunn, Mrs. Mitchie, R. S. Murray, J. G. McIntosh, Alexander McIntosh, Joseph McKay and Bro., Thomas McCracken, John Ross, Edward Rowland, Warren Rock, A. M. Ross, Hugh Stevenson, John Stewart, Wm. Stephenson and Co., and Rev. John Scott. In the latter days of Rev. Mr. Scott's pastorate dissensions arose in the congregation over the question of an organ in the church, he being opposed to instrumental music in worship. The pro-organists eventually carried the day, and this, with advancing years, led to Mr. Scott's retirement. His death occurred at Hamilton in 1895. He was succeeded by Rev. J. A. Murray, who officiated as pastor till his death in 1894, when Rev. Dr. Johnston, the present incumbent, was called.

The King Street Presbyterian Church was established in 1876, when the growth of



COLBORNE ST. METH. CHURCH.



FIRST PRESBYTERIAN



ADELAIDE ST. BAPTIST.



ST. PAULS CATHEDRAL.



CHRISTIAN WORKERS.



FIRST CONGREGATIONAL.



MEMORIAL CHURCH



KNOX PRESBYTERIAN



CHRISTIAN CHURCH

London East warranted the erection of a Presbyterian church in the locality. Rev. Mr. Wright was the first pastor, but afterwards resolving to devote his life to mission work, Rev. W. M. Roger was called to the pastorate, and remained until September, 1896, when Rev. Thomas Wilson succeeded him, and still remains the pastor.

St. James' Presbyterian Church saw troublous times. The land on which it stood, the southern portion of the gore formed by the junction of Richmond street and Park Avenue, was granted by the Crown in 1859, to induce the congregation to abandon their claim to the site of St. Andrew's. Rev. Francis Nichol had been located here a year previously, and he worked up the congregation to undertake the erection of the building. The church was opened in 1861. Among those whose names appeared as prominent members and adherents of the church at that time were Judge Daniell, William Muir, Robinson Orr, Daniel Macfie, and Andrew Cleghorn. Rev. Mr. Nichol gave place as pastor to Rev. Mr. Camelon about 1868, and affairs ran along more or less smoothly till 1875, Rev. Mr. Camelon being still the pastor, when the "Auld Kirk" troubles arose over opposition to the union of the Presbyterian churches, the result of which was a division of the congregation and a lawsuit for the property. These matters can be barely referred to here, and it is sufficient to say that the dissidents worshipped for some time in the old Congregational Church on King street, Rev. R. Burnett being pastor, and finally dissolved as a body. St. James' was for some years under the pastorate of Rev. D. McGillivray, he being succeeded in 1890 by Rev. Mr. Talling. At present writing the congregation of St. James', in conjunction with a mission that had been conducted in the northern part of the city, have a new place of worship at the corner of Piccadilly and Wellington streets, with Rev. A. J. MacGillivray as pastor. The original trustees of St. James' Church were Rev. Francis Nichol (the pastor), George Macbeth, Alex. McArthur, James Dunbar, William Chalmers, James Cowan, Duncan Mackenzie, and John Mackenzie, none of whom are alive to-day. The old grounds and edifice were sold during the present year, and the church will be hereafter known as "The First Church of Christ Scientist, London, Ont." Incorporation papers were taken out by the following board of directors: D. S. Robb, Wm. J. Hurkett, William Rose, C. P. Heal, C. D. Burdick, A. A. Campbell, W. H. Hamilton, W. Southcott, and F. W. Smyth.

It is the first incorporated Christian Science Church under the Union Jack.

Knox Presbyterian Church, corner of Bruce street and Wortley Road, has had an uneventful career of prosperity. It was first mooted in 1882, as a natural result of the growth of the place, and two years later the church was established. The most interesting fact in connection with it has been the steady growth of the congregation, so that in the first decade of its history it became necessary to greatly enlarge it. Rev. Jas. Ballantyne was the first pastor, and remained such till 1894, when he received a call to Ottawa, and was succeeded by Rev. Mr. Stewart, the present incumbent.

During the past year another Presbyterian Church, to be known as "Chalmers' Church," was dedicated. It is an outcome of a mission on Waterloo street south, and began with a membership of twenty-five, eleven being received on profession of faith and fourteen by certificate. The latter came principally from the First, St. Andrew's, and St. James' Presbyterian Churches. The prime movers in the establishment of the new church were Messrs. Harry Bapty, John Anderson, and Andrew Greenlees, and Rev. Mr. Scott was placed in charge. The church building was formerly one of the ward schools of the city.

The first Roman Catholic Church in London was dedicated in 1834. Father Downie, then stationed at St. Thomas, was the officiating clergyman. In the early days there were no clergymen in London, though services were frequently held in the houses of the leading Catholics, who sent word to those of the surrounding country when a visit from a priest was expected. Among the names of the pioneer Catholics are many that have been transmitted to this day, among them being Garret Farrell, Patrick Smith, Dennis O'Brien, Cornelius Gorman, Capt. McLoughlin, A. McCausland, the Redmonds, John Cruickshank, James Wilson, O'Byrne, P. McLoughlan, John Wright, John Walsh, O'Flynn, Flood, M. Kiely, Peter McCann, John Orange, Peter Kennedy, Dr. Anderson, J. Martin, James Reid, P. Burke, E. Burke, John Clegg, W. Darby, J. O'Brien, the Bruces, Andersons, Milnes, Johnstons, Dignam, Scanlan, P. Tierney, Charles and Mathew Colovin, E. Hillen, John M. Keary, Wm. Dalton, John Walsh, Richard Dinahan, P. Cleary, Corbett, H. O'Brien, McLean, and many others. It was in the house of Dennis O'Brien that mass was for the first time said in this part of Canada, and not only his house, but his store



was always open for the clergy and for all church purposes free of charge. He died May 17th, 1865, aged 73, after a residence since 1827. He came from Cork, Ireland, in 1811, to Maine, then in 1827 to Canada. Mr. O'Brien was a contemporary of G. J. Goodhue and John Jennings, a trio of the most public-spirited and hospitable citizens of the early days. It was the custom of Mr. Goodhue to entertain the children of the village every New Year's Day—a sleighride and refreshments forming the basis of the entertainment. Some few of our older citizens recollect taking part in these excursions. The first church was built with funds obtained from the sale of a collection of farm produce. It was located on the south-west corner of Richmond and Maple streets, the surrounding land being used as a cemetery. Up till 1850 there were not more than two hundred Catholics, exclusive of the military, in London, but the following year saw a rapid increase, and then was begun the erection of the old Cathedral on the north-east corner of the same streets. In the meantime, on August 24, 1851, the log structure had been destroyed by fire, and mass was celebrated for a time in the town hall, on the corner of King and Talbot streets, and afterwards in the old building on King street that was at various periods of its life a Universalist, a Catholic, a Congregational, a Presbyterian church, and finally a Salvation Army barracks. Though best known to the present generation as "the old Congregational Church," it would seem more deserving of the title of "Universalist"—speaking literally, not theologically. It was burned a few years ago, and to many present readers its site may even not be known. It was located on the north side of King street, between Wellington and Waterloo. The old Catholic Cathedral continued in service for thirty-five years, being finally pulled down in 1885, on the opening of the present Cathedral. The cost of the old building was £5,000, an enormous sum in those days, while that of the present structure completed will not fall short of five times that amount. The first appointment of a priest for London seems to have been in 1849. Father Kirwan, more commonly called "Dean," was the appointee, and he remained till 1856. The diocese of London was created in this year, the Rev. Peter Adolphus Pinsonneault, priest of the Society of St. Sulpice, Montreal, being named as the first bishop. Shortly after his installation he determined to make his residence at Sandwich, and in 1859 he procured a pontifical brief, which not only authorized the

change of residence, but altered the name of the diocese from London to Sandwich. In 1857 Father Bruyere, of Toronto, was made Vicar-General of the diocese, and removed to Sandwich in 1860. In 1868 Right Rev. Dr. Walsh, having succeeded Bishop Pinsonneault, removed the Episcopal See from Sandwich to London, and in the following year secured from the Propaganda a decree making London once more the Episcopal See of the diocese, which was renamed London. In 1876 Bishop Walsh paid a visit to Rome, and on his return received a hearty welcome. From a speech he made on that occasion a few sentences may be culled, as they contain in a nutshell the history of the diocese up till that time. He said:

"Ten years ago this diocese found itself encumbered by an enormous debt which weighed upon it like a millstone, crushing its energies, destroying its credit, and rendering church progress a moral impossibility. Now every farthing of this debt has been liquidated, without speaking of \$6,000 actually paid towards the support of the former bishop of this diocese. Twenty-eight new churches have been raised to the glory of God and for the purposes of religion. All the edifices, with few exceptions, are of brick and stone, and many of them are splendid and costly edifices. Besides, five churches have been greatly enlarged and improved. Seventeen commodious presbyteries have been built for the accommodation of the parochial clergy. An episcopal residence, second to none in the Province, has been constructed, and not a cent of debt has been left upon it. Three convents have been built. Mount Hope has been purchased and paid for, and a splendid new orphanage has been erected on it, and besides a handsome new college has been built by the self-sacrificing zeal of the Basilian Fathers. In fine, more than a quarter of a million dollars has been actually expended within the last nine years."

The first sod of the new (present) Cathedral was turned in 1880, the cornerstone laid the following year, and in 1885 it was opened for public worship. In the meantime Bishop Walsh had been raised to the dignity of Archbishop of the Province, and on April 19, 1885, he bade farewell to the congregation in old St. Peter's, which was shortly afterwards torn down. Early in the 70's a mission church, known as St. Mary's, was established on Hill street, and is still continued. During the present year a second mission has been started in the east end of the city. Bishop Walsh was succeeded in the episcopacy by Bishop O'Connor. He, however, was in 1899 raised to the Archbishopric of Toronto (rendered vacant by the death of Archbishop Walsh), and was succeeded by Monsignore McEvay, of Hamilton. The new Bishop was consecrated on Sunday, August 6, and the following Sunday he announced that long service and hard work had led the doctors to recommend a rest and ocean voyage for Rev. Father Tiernan, who had been administrator of the Diocese and rector of the Cathedral

for a long time. He therefore appointed Rev. Father Aylward to succeed Rev. Father Tiernan as rector of the Cathedral, and the Rev. Peter McKeon to be chancellor of the Diocese and first assistant in the Cathedral. Father l'Heureux he appointed Bishop's secretary.

The first services of the Baptist Church in London were held about 1844, the place of meeting being the old Mechanics' Institute, then situated on the court-house square. Two years later the straggling congregation was organized into a regular church, having nine members, the names of all of whom have been preserved.

They were Wm. Wake-ling, J. H. Haines, Lt. Allright, Jas. Hitchens, with the wives of these four gentlemen, and Mrs. Hy. Groves. The scene of the services was then transferred to the Methodist Chapel on the corner of King and Talbot streets, Rev. Jas. Inglis being the first pastor. Four years

later the congregation took possession of their own church, on the corner of York and Talbot streets, where they worshipped for thirty-one years, or till the end of 1881. The building is still standing, being used as a warehouse and machine shop. In 1882 the present handsome edifice on Talbot street, between Maple and Kent, was dedicated. The successors of Mr. Inglis in the pastorate were Robt. Boyd (five years), Charles Campbell (one and one-half years), W. Allington (four years), Thos. Ure (three years), Henry Watts (two years), Dr. James Cooper (fourteen years), Jas. B. Montgomery (co-pastor for two years), A. Grant (five and one-half years), W. H. Porter, who assumed the pastorate in 1885 and continued for six years,

till the appointment of Rev. Ira Smith. The latter gentleman remained co-pastor till the past year, when he resigned, and the pulpit is at the present time occupied by Rev. Dr. Sowerby. The Adelaide Street Baptist Church is an offshoot of the parent body, having developed from a mission started about twenty-three years ago. In 1877 it branched out as a regular congregation, with exactly fifty more members than composed the older body on its organization in 1846. The pulpit was supplied from York Street Church till 1878, when Rev. P. A. McEwen was ordained as the first regular pas-

tor. After two years of service he was succeeded by Rev. Joseph Firth, who gave place three years later to Rev. Thos. S. Johnston, under whose pastorate

was built the present handsome brick church on the corner of Adelaide and King street. The former church was a frame structure on the opposite corner. It was originally a Methodist church, then sold to

the Anglicans, and by them to the Baptists. On the erection of the present church the former was transformed into a skating rink and afterwards burnt. Mr. Johnston was succeeded by Rev. Messrs. Speller and Mihell, but is again in pastoral charge, having returned in 1895. Baptist missions are maintained in the extreme northern and southern ends of the city; and since early days there has been a congregation of colored Baptists worshipping in a small frame church on Horton street, west of Wellington. In 1877 a frame church that had been erected by the Bible Christians on Wortley Road, near the corner of Bruce street, was acquired by the Baptist body, and the frame structure was replaced by a fine



red brick church. The pastor since the beginning, and at the present time, is Rev. Mr. Walker.

The Congregational body have held services in London since 1837, though at that time they had no regular place of worship, Rev. W. F. Clarke preaching in the old Gram-

mar School. The present church edifice occupies a central position on Dundas street, between Colborne and Waterloo, and is architecturally a fine structure. The first regular Congregational Church was built in 1840 about where the Free Press office now stands, a few years later a move being made to their



RIGHT REV. P. A. MONSMEALLY, D. D.,
First Bishop of London.

RIGHT REV. DENIS O'CONNOR, C. S. B., D. D.,
Bishop of London.

MOST REV. JOHN WALSH, D. D.,
Archbishop of Toronto.



RIGHT REV. MONSIGNORE M'EVAY,
Fourth Bishop of London.

historical site on King street. The present church was dedicated and opened in 1876, the corner-stone having been laid by Mayor Cronyn the previous year. Rev. R. W. Wallace was then the pastor, having succeeded the Rev. J. A. R. Dickson in 1874. Mr. Wallace resigned in 1881, and was succeeded by Rev. H. D. Hunter. After Mr. Hunter's term the pulpit had no settled occupant till 1897, when Rev. Mr. Pedley was called. He remained till the summer of the past year, when he resigned to go to Toronto, and Rev. E. Clarence Oakley became his successor. Dr. Wild officiated for a time, and Rev. Principal Austin, of St. Thomas, was a frequent "supply." Among the pioneer pastors were Rev. Messrs. Ebbs (1846), John Durrant (1847), W. F. Clarke, Jr., (1849), Boyd, and C. P. Watson. In 1897 a branch known as the Southern Congregational Church was started, the place of worship being a small but architecturally handsome building on the south side of

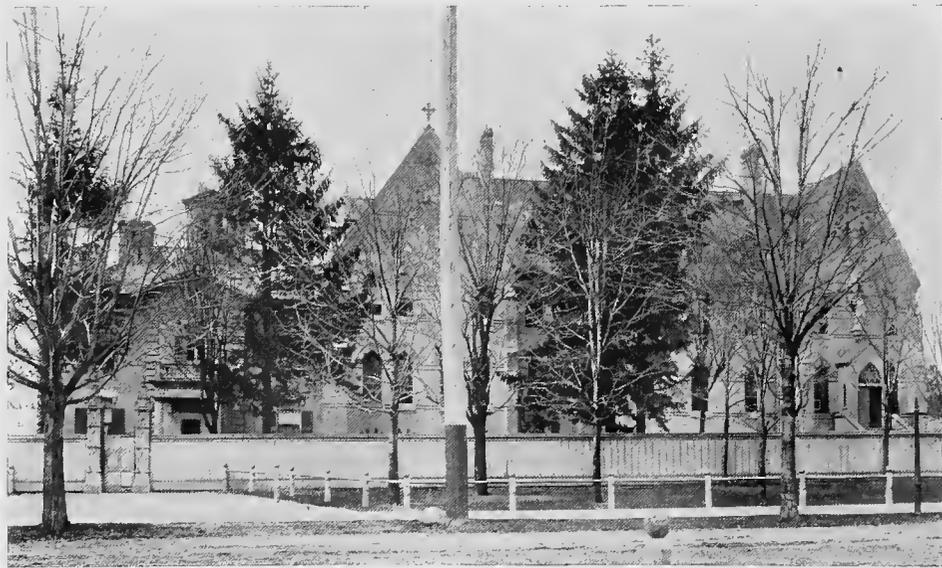


FROM ARCHITECT'S PLANS.

ST. PETER'S CATHEDRAL AND EPISCOPAL PALACE.



SACRED HEART CONVENT.



MOUNT HOPE ORPHANAGE.

Horton street, east of Burwell. The pastor is Rev. W. H. A. Claris.

In addition to the various denominations spoken of, London has a congregation of Hebrews. They had, till this year, no regular synagogue, but set up their altar as circumstances dictated. A brick synagogue is now, however, in existence on Richmond street, near Simcoe. The Latter Day Saints have a place of worship on Maitland street, between King and York. They differ from the Utah Mormons in that they eschew polygamy, which they claim is not sanctioned by the Book of Mormon. The German Lutherans hold services in Duffield Hall. About 1881 the Salvation Army made their appearance in London. At first they were reviled, and some were imprisoned, technically because they refused to obey the police and "move on." This savored of persecution, though in reality it was the strict letter of the law, and made friends for the Army of many who would have been otherwise indifferent as to their operations. They have progressed till now they own a valuable "barracks" on Clarence street—the old New Connexion Church rejuvenated—and maintained what was called a Workingmen's Hotel. This was recently abandoned because of lack of patronage. They also have a Rescue Home for fallen women, on Riverview Avenue, South London.

The Young Men's Christian As-

sociation, whose building, on Wellington street, adjoins the Public Library, and forms one of the architectural beauties of London, had a modest beginning in 1856. It languished, however, after a few years, and at length ceased to exist till 1873, when it was resuscitated. For two years rooms were occupied upstairs in the building adjoining the Free Press office, but in 1876 a suite of



W. R. HOBBS.
Ex-President Y. M. C. A.



A. B. COX.
President Y. M. C. A.



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.
Wellington street.

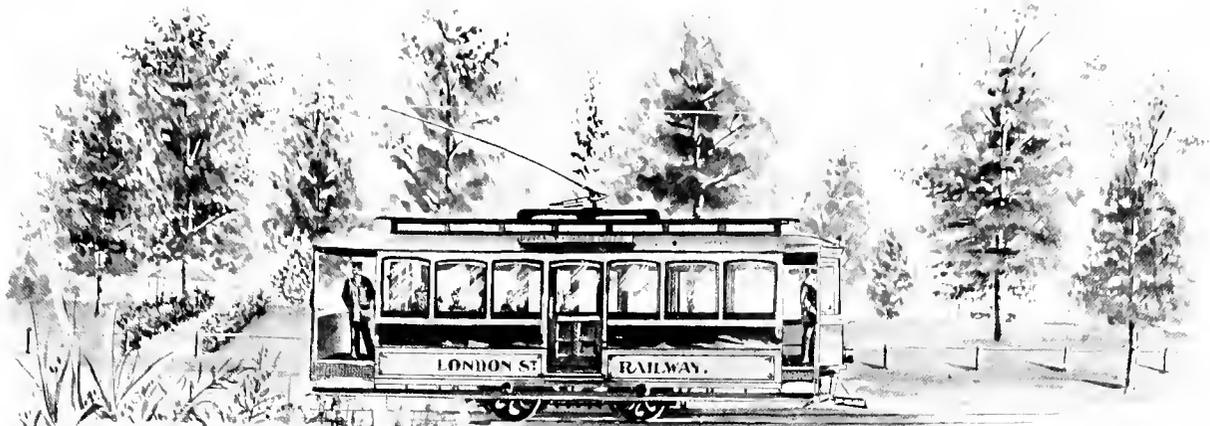
rooms was procured in the Oddfellows' Block, and the Association engaged its first permanent secretary, the late W. J. Freeland. In 1878, T. McCormick being the president, the Association became free from debt, and purchased the old New Connexion Church on Clarence street, refitting the building and calling it Victoria Hall. This was occupied till

1893, when it was sold to the Salvation Army and the present site purchased. The new hall was dedicated early in 1897. The first sod was turned by President W. R. Hobbs on October 9th, 1895. Mr. A. B. Cox was elected to succeed Mr. Hobbs as president this year, and Mr. C. R. Sayer is the secretary.



WHAT IN THE WORLD'S THAT, SAMMY!—A HEXECUTION?

In the early days it was the custom on opening court for a constable to summon the Sheriff, who would meet the Judge and escort him to the court room, accompanied by a tipstaff, and preceded by the rest of the tipstaves. This picture represents such a procession, Judge McAuley and Sheriff Hamilton being the principal personages about to enter the Court House. The picture is a reproduction of a drawing made in 1846 by the present Judge Wm. Elliot, and preserved in the office of the Clerk of the Peace.



CHAPTER III.

THE
COMMERCIAL METROPOLIS
OF WESTERN ONTARIO.

"Nor is my whole estate
Upon the fortune of the present year."
—Antonio: "Merchant of Venice."



COMMERCE follows the flag." One of the first commercial transactions of which I can find a record was in the nature of a bonus to an "infant industry," to borrow a phrase from the politicians. A blacksmith's shop is generally regarded as the first industrial need of a new settlement, but such an establishment did not flourish in the early days. In less than a year after the first settlement a shop had been established and abandoned, and Dennis O'Brien took possession of the vacated smithy and fitted it up as a general store. The fittings were not elaborate. They consisted of two barrels upended, with a plank laid across for a counter. They served the purpose, however. In those days there were no "millinery openings," no "bargain days," and no "selling below cost." People bought only what they absolutely needed, and very little of that. But the removal of the blacksmith's shop was an industrial calamity, and was recognized by the people as such. Consequently, in the same year (1827) Samuel Laughton was given a grant of a lot on Bathurst street, near the present Grand Trunk Station, on condition that he

would erect and maintain a blacksmith's shop. Doubt is cast upon this story on the plausible objection that in those days there were hundreds of lots to be given freely; but while this objection has been stated, it does not appear conclusive. It is true that



POST OFFICE.

the lots were nominally given away on settlement terms, but it is equally true that £8 had afterwards to be paid for the patent, and as Laughton afterwards sold the lot for \$16 worth of iron, it is altogether probable that the patent to him was a bonus. It is not reasonable to suppose that he would pay \$32 in cash for a lot, and then sell it for \$16 in merchandise. Laughton, by the way, ironed the first wagon for use in London Township. Previous blacksmiths had been James Williams and Montague. The commercial development of the first fourteen years went on apace, but there is nothing but tradition concerning it till the incorporation of the village in 1840. We know that the market grew,* with the intersection of Dundas and Ridout streets as the "rialto" of the day. At the date of incorporation, among the general storekeepers we find the names of Smith, Mathieson, Moore & Co., G. J. Goodhue, L. Lawrason, John Jennings, Kerr & Armstrong, Douglass & Warren, Glennon & Co., Angus & Birrell, J. H. Joyce, and John Claris. L. Perrin carried on business as general grocer and baker; Lyman, Moore & Co. and J. Salter were the druggists. Dennis

* Our map drawn in 1840 gives the location of the market square in the north-eastern part of the city. There is nothing to show, however, that this was ever more than a proposed market. It subsequently became the Potter's Field.

O'Brien owned the Blackfriars mills, which he had erected about six years before the incorporation of the village, and they were said to be "near the center of the town." As a matter of fact, the present Blackfriars mill is the identical building, with improved machinery, of course, and with the repairs to the original structure that time periodically made necessary. Prior to that period there had been a mill

THOS. A. BROWNE.
Postmaster.

erected by Thomas Waters at the point where Carling's Creek enters the river, but at that period this locality was not within the corporate limits. Power was obtained from the creek by means of a flume and overshot wheel—the first, I believe, of its kind to be employed here. The pioneer mills usually used a dam and tailrace. This point was a favorite military bathing spot, and many lives were lost owing to the cold springs



CUSTOMS HOUSE.

which abounded. John Talbot and Schram & Groves were auctioneers and commission men. The lawyers were W. Horton, H. C. R. Becher, and Frederick Cleverly. Alex. Hamilton was the barber, Simeon Morrill the tanner, Yale & Walters and S. Condon the tinsmiths, R. Mootry and J. Wells the tailors, S. Peters and Henry Leaming the butchers, U. C. Lee and Wm. Lee the proprietors of the Robinson Hall and Mansion House, respectively. John Norval kept a bookstore "over J. Garrison's store."

The first manufacturing enterprise on a large scale in London was the tannery of Mr. Simeon Morrill. It was erected on a block bounded by Ridout, Talbot, Bathurst and York streets. Mr. Morrill got three lots from Col. Talbot—a very unusual gift at the time. These three lots were on the north-west corner of the block. Col. Talbot was easily persuaded that an extensive establishment such as Mr. Morrill con-

templated would be a great boon, not only to the town, but to all the surrounding townships. Leather at the time was scarce, costly, and not more than half dressed. Mr. Morrill, from the first day of the opening of his establishment, took from his customers all hides, skins and pelts, and dressed them in first-class style, giving the customer one-half of the dressed leather. As soon as the tannery establishment was in full force, the proprietor erected a large building for the manufacture of shoes and boots. He was the first man in London who ever

employed any large force, and always paid them promptly in cash for their labor. The establishment of Mr. Morrill was three times destroyed by fire, but after each conflagration his men were at work in the hot ashes the next day preparing to rebuild on a grander scale. Cash was scarce in those days, one firm announcing that it would receive "pork and wheat in payment of debts and in exchange for goods—part cash for good pork," while another offered to "pay one dollar per bushel, in goods, for good wheat."

Some years ago a pioneer shoemaker told

an amusing story that sounded apocryphal, but in the light of these statements may be true. The shoemaker was seated in his shop one day when there entered a stalwart Scotchman who asked if he did not wish to buy a pig. The shoemaker replied that he did, and a bargain was struck. Then the Scotchman picked out several pairs of shoes for his family. The two



COURT HOUSE.

chatted on till nightfall, when the Scotchman said he must be going, and asked for the pay for his pig. "Why," replied the shoemaker, "the shoes you have taken more than balance the price of the pig—you are in my debt." "Hech, mon," retorted the canny Scotchman, "dinna ye ken that pork's caush?" The subtle humor of the speech and situation did not seem to strike the Scotchman.

The first financial transaction of which there is any record goes to show the price of money, and eases the astonishment we feel

on hearing that in the early days a common barter was a bushel of wheat for a yard of "factory" (unbleached) cotton. In 1830 the banking business was done at Hamilton, and the charges on a protested draft in that year amounted to within a fraction of 39 per cent. of the face of the bill. The draft was made for £100, and the charges were made up as follows: Damages, £20; 4 per cent. at New York on £120, £5 6s. 8d.; postage, 5s. 6d.; total, £38 18s. 9d. The first bank to establish a branch here was the Bank of Upper Canada, the date being 1835. The manager was Richard Richardson, father of the Hon. Judge Hugh Richardson, of the Supreme Court of Assiniboia, resident at Regina, and of Mrs. (Judge) Hughes, of St. Thomas. The bank was then located at the corner of Ridout and King streets. Mr. Richardson continued as manager until the time of his death, in April, 1838. He was buried in St. Paul's Churchyard. His successor was Edward Goldsmith,

who was sent up from the head office to take charge temporarily, and after a few months, Wm. Warren Street, the present Judge Street's father, became the manager, and so continued for many years. Mr. James Hamilton succeeded Mr. Street, and continued as manager till the failure of the bank in the '60's. Later on the Commercial and the Gore Banks founded branches in London, and the system of barter that formerly prevailed gradually went out of existence, though the "order" plan of paying wages lingered on till who shall say it finally dis-

appeared? At one time, indeed, the city issued scrip of its own. With this, city work was paid for, the scrip being receivable in return for taxes, market fees, licenses, or any civic impost, and so acquired general circulation locally, and answered all requirements till remittances or acceptance of drafts became necessary. It covers all that is required to say that since the first establishment of banks here the financial facilities of London have kept pace with the commercial requirements. At the present time the banks represented in London are as follows:

Bank of Commerce, G. del. O'Grady, Esq., manager; Bank of Toronto, John Pringle, Esq., manager; Molsons Bank P. W. D. Broderick, Esq., manager; Merchants Bank of Canada, A. St. L. MacIntosh, Esq., manager; Bank of Montreal, A. H. Beddome, Esq., manager; and Bank of British North America, R. Inglis, Esq., manager; all of which occupy buildings that add greatly to



CITY HALL.

London's beauty architecturally and value commercially. There was maintained in London a branch of the Federal Bank from 1874 to 1882, and to it we are indebted for the handsome building now occupied by the Bank of Commerce. The Bank of London had a brief career of about a year in 1886-7, when it was wound up. A series of legal and financial complications followed, one effect of which was to seriously cripple, and in some cases suspend, the operations of industrial establishments, while the indirect effect was much more far-reaching.

The greater part of the damage done was to those not engaged in commercial or industrial

pursuits, but who had invested their all — or nearly so — in the concerns directly affected, with a view of having a permanent income from the proceeds of the investment. The business of London, however, was on a sound basis, and the dis-

ing and Loan Association, Wm. Spittal, Esq., secretary-treasurer. Without going into the details of the financial standing of these or any of them — the reader who may be specially interested being referred to a tabular statement on a succeeding page — it may be said in a general way that the loan societies have greatly aided in building up the city and surrounding country, and have been the means of securing the investment of a large amount of foreign capital amongst us.



FRANCIS LOVE.
Police Magistrate.



THE LATE E. JONES PARKE.
Ex-Police Magistrate.

aster was consequently felt more individually than collectively. In addition to its banking institutions, London possesses seven savings and loan societies, the subscribed capital of which may be set down in round numbers at about eight million dollars, more than half that amount being paid up. Below are the names of the societies: Huron & Erie Loan and Savings Company, G. A. Somerville, Esq., manager; Ontario Loan and Debenture Company, Wm. F. Bullen, Esq., manager; Dominion Savings and Investment Society, Nathaniel Mills, Esq., manager; Agricultural Savings and Loan Company, C. P. Butler, Esq., manager; Canadian Savings and Loan Company, Robert Fox, Esq., manager; London Loan Company of Canada, Malcolm J. Kent, Esq., manager; People's Build-

and equitable principles, the correction of abuses in trade, and the protection of the



POLICE COURT-HOUSE AND STATION.

The earliest Gazetteer of Upper Canada to which access can be had — probably the first ever issued — makes the statement that “the commercial affairs of London are regulated by a Board of Trade.” The statement is true only to the extent that all efforts made to improve the commercial status of London have had the unqualified support of the Board of Trade, which in many cases mooted projects leading to that beneficial end. Organized in 1857, its constitution declared the Board of Trade to have for its object “the promotion of just



THE LATE ROBERT REID.
Ex-Chairman Public Library Board.



TALBOT MACBETH, Q. C.
Chairman Public Library Board.



HENRY MACKLIN.
Ex-Chairman Public Library Board.

rights and the advancement of the interests of the country generally." The first officers of the Board, with the possible exception of one, have all been taken by death. They were: Adam Hope, president; Lionel Ridout, vice-president; J. C. Macklin, secretary; J. I. McKenzie, John Birrell, H. Chisholm, C. D. Shaw, Walter Simson, Chas. J. Hope, T. H. Buckley, G. M. Gunn, Jas. Coyne, D. Farrar, E. Leonard, Charles Hunt, and Joseph Anderson. A careful perusal of the minutes of every meeting held by the Board since its organization shows that the first subjects taken up were the bankruptcy and usury

laws, then before the Legislature. It desired to advance the legal rate of interest from six to seven per cent., taking the ground that stringent usury laws were evaded and had a

tendency to keep out the foreign capital necessary to develop the country. The Board held that imprisonment for debt should be abolished, and as early as 1858 debated the question of Protection versus Free Trade. A number of members held



PUBLIC LIBRARY.

that a protective duty should be levied upon manufactured goods equal to that imposed by the United States. This, however, was a speculative rather than a practical question

in those days, and does not seem from the records to have evoked much enthusiasm either way. Matters of more direct con-

the county council in return throwing off the tolls on all the roads in the county save the Proof Line, which is the property of a joint stock company. The reciprocity treaty with the United States received a good deal of attention for a period covering several years, but it was finally dropped by the Board coming to the conclusion that any proposals for a renewal should come from the country that had abrogated the treaty. To touch upon all the minor matters in which the Board of Trade has played a judicious part in the interests of London would be to exceed the space at command, but a few of the more important matters may be briefly referred to. The chief of these is the support which the Board has always given to every movement towards developing London into the great railway center it is to-day—for be it known that London has more trains



PROTESTANT ORPHANS' HOME.

cern excited greater interest, such as the rules regulating the market and providing for the proper packing, inspecting and branding of butter. In 1862 we find the Board taking up seriously the question of the circulation of American silver, which had then become a nuisance, and the subject formed a perennial source of discussion for sixteen years. The Board early recognized or anticipated the postal needs of the section, and in 1864 petitioned for a British mail bag direct to and from this city, which point was gained twenty-six years later. In 1864 also the Board began an agitation for the abolition of market fees, and it is entitled to whatever credit is due for first bringing up this subject in a public way. The fees were finally abolished in 1882,

arriving and departing daily than any other city in Canada. The Board was foremost in the field in the matter of the London, Huron and Bruce Railway, raising a personal sub-



AGED PEOPLE'S HOME.

scription for preliminary expenses. It also petitioned the Council for aid, and held several meetings devoted to this object. The Board took an active part in first gaining



MEMBERS OF THE HOSPITAL TRUST FOR 1900.

THOMAS MCCORNICK.

THOMAS PURDOM.

JAMES GILMORE, M. P.

J. G. BALFOUR, M. D., Med. Supt.

COL. ROBERT LEWIS, Chairman, ex-Mayor (see page 121).

F. G. RUMBALL, Mayor (see page 126).



LONDON VICTORIA HOSPITAL.

admittance to the city for the Canada Southern (Michigan Central), and used strenuous endeavors to have the Credit Valley extended to London—a result that was achieved later on when the Canadian Pacific Railway reached here—and it was in a great measure due to the efforts of the Board that the latter road selected London as one of its divisional headquarters. The Board opposed the amalgamation of the Grand Trunk and Great Western. In 1867 the Board publicly called attention to the fact that the chemical works in this city was the only one in British America, and also, while discussing the question of oil inspection, pointed out that Canadian oil was not so explosive as that refined across the border. In 1868 the Board recommended the issuance of a license to

a pork-packing house in the city. It favored the inspection of hides and leather, urged the repeal of the Stamp Act, advocated the removal of canal tolls and suggested the appointment of a dry goods appraiser for this customs district. During the oil excitement period the Board interested itself in obtaining such train privileges as would allow oil operators to spend their days in Bothwell and their nights in London. The Western Fair has ever found a staunch friend in the Board of

Trade, which has also exerted itself beneficially in municipal affairs, notably in connection with the building of the car shops, the establishment of the waterworks and other enterprises of moment. A matter of national concern arose in 1875, as it has since, and the Board then took strong ground against allowing Americans to sell tea duty free in Canada, as tending to discourage direct trade between Canada and the countries of growth. By the way, it may not be generally known that in the early days of London tea was considered a luxury, even for the well-to-do. Many of the older settlers were in the habit of drinking what they called "Plains Tea," made from a shrub that grew on the hillside north of North street. It was of the willow family (*Salix herbacea*),

and was more or less common on the banks of what was Devinney's tailrace, even in the past quarter of a century. A somewhat

similar plant is used in lieu of tea in some portions of India, and it is said that it makes a very palatable beverage. On this subject, Mr. Freeman Talbot says that the early settlers had many substitutes for the



LATE DR. C. G. MOORE.
First City Physician.



ST. JOSEPH'S HOSPITAL.

real article — spicewood, sassafras, juniper, and black currant leaves—each and all made a drink that very few could object to. For

coffee, they had peas, corn, rye and bread, and, if the aroma is not deceptive, we have in many instances the selfsame substitutes today. A municipal change generally conceded to be a reform—the collection of taxes by instalments, and earlier in the year—was also advocated by the Board of Trade. Among its other municipal recommendations were the

exempt save buildings used for places of public worship and for no other purpose. The first recommendation is now the law of the land, but, like many another law, it is more noted for its breaches than its observances. To speak of all the minor matters in which the Board took part would be prolix rather than profitable, but it may be said in a



CENTRAL FIRE HALL.

abolition of wards, a reduction of the number of aldermen and school trustees, and the election of women to the School Board. A most successful matter was its petition in 1890 to the Ontario Government to increase the jurisdiction of the division courts, since acted upon. The Board also recommended in 1875 that all property should be assessed at its real value, and that nothing should be

general way that at all times it has shown itself alert to the commercial and municipal needs of London. A cognate organization, the Chamber of Commerce, was organized early in the '70's, and later the Merchants and Manufacturers' Exchange, but in 1881 all these bodies coalesced under the old name of the Board of Trade. The officers of the Board at the present time are: President,

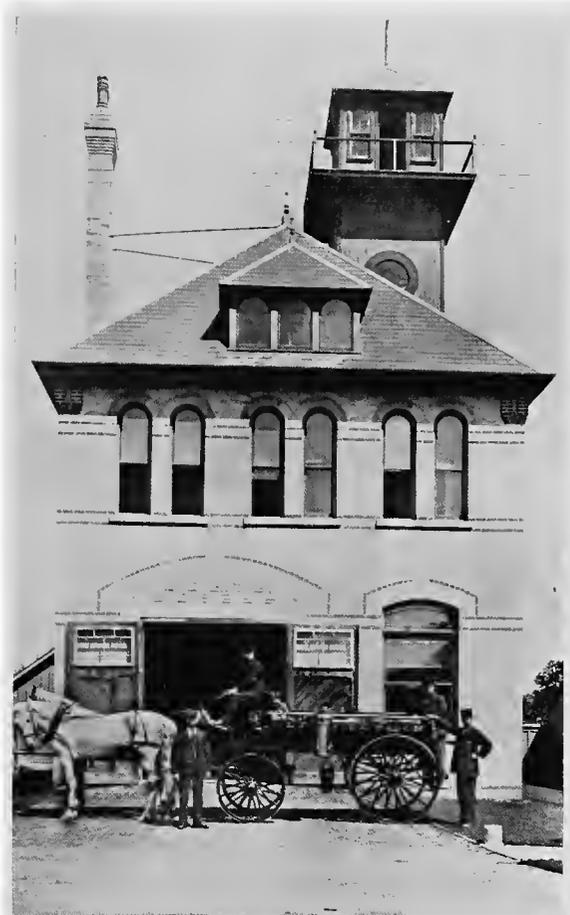
James Mattinson: vice president, A. M. Smart; secretary - treasurer, J. A. Nelles. Council—Messrs. P. W. D. Broderick, John Bowman, Col. Gartshore, W. J. Reid, A. B. Greer, John McClary, John Campbell, T. H. Smallman, W. J. Saunby, J. H. Ginge, J. W. Little, and C. B. Hunt. Board of Arbitration—D. W. Blackwell, J. A. Kennedy, L. H. Ingram, D. S. Perrin, C. H. Elliott, Thos. Bryan, R. Inglis, P. Poocek, J. H. Ginge, S. Stevely, A. St. L. MacIntosh, and J. D.

S. Hobbs, W. C. Allen, F. A. Fitzgerald, Robt. Reid, Jr., W. J. Saunby, R. C. Struthers, John McClary, D. W. Blackwell, W. M. Gartshore, S. Sterling, T. H. Smallman, and John Forrestal. Auditor—Thos. A. Browne.

Reference was made in the preceding paragraph to the days of the oil boom in Western Ontario. It was believed by many that the oil so freely pumped at Bothwell continued its underground course to London, and several derricks were put up and wells put



NO. 2 FIRE STATION.



NO. 3 FIRE STATION.

Saunby. Board of Examiners—C. B. Hunt, W. J. Saunby, J. D. Saunby, John Sutherland, and John S. Pearce. Western Fair Representatives—A. B. Greer, J. W. Little, T. H. Smallman, W. J. Reid, A. M. Smart, and A. St. L. MacIntosh. Railway and Municipal—A. M. Smart, George McCormick, C. S. Hyman, J. H. Ginge, J. W. Little, John Campbell, C. W. Leonard, L. H. Ingram, A. M. Smith, John Bowman, John Labatt, A. W. White, J. R. Minhinnick, Sir John Carling, T.

down to test the truth of the theory. One of these derricks still stands at the foot of Dundas street. The White Sulphur Springs were struck while boring for oil, and have flowed continuously ever since. It soon became apparent that oil was not to be had, and the borings were gradually abandoned, though in some cases the derricks remained till they fell to pieces of their own accord or were torn apart for fuel. In this connection, in 1865, an oily sharper named Hicks undertook a

confidence game. He proposed to sink a well at the foot of the spur which forms the north-east angle of the boundary of what is now Woodland cemetery, then a farm. He had interested a number of sanguine local capitalists, a derrick was erected and boring indulged in, till suddenly it was announced that oil had been struck. Sure enough, there it was, oozing from the hole and floating down the rivulet to the river. The excitement that ensued caused ordinarily well-balanced heads to become unhinged, and the wildest dreams of wealth were indulged in. The "castles in Spain" that were erected would have kept busy a battalion of architects. Farmers in the neighborhood refused fabulous offers for bonding privileges, and the "Col. Sellers" of the day could scarcely find enough figures in the multiplication table to calculate

developing London, and the trade served to make London known all over the Dominion.

London also had its land "boom," though the word then had not the significance which modern acceptance of a slang phrase justifies. It occurred in 1851, and many lots were then sold at figures which they would not command to-day if forced upon the market. Suburban lots were surveyed nearly as far west as Komoka, and the records show the sale of land on Dundas street, between Wellington and Waterloo, at \$100 per foot. "Hamilton's Bush," at the corner of Ridout street south and Grand Avenue, was disposed of at an extravagant figure, though it stood as a bush for well on to a generation afterwards. The late N. Reid purchased



JUDGE WILLIAM ELLIOT.

a block of land near Adelaide street, and after paying taxes thereon for thirty years, sold it for the price he had originally paid. The boom did not last long, however, and those who had not the foresight—or the luck, as the case may be—to sell were for a number of years weighted down with their real estate holdings, and fully realized what it is to be land poor. Shortly afterwards came the commercial depression which spread all over the country at the close of the Crimean war, and the year 1857 saw the beginning



JUDGE EDWARD ELLIOTT.

the city with no ceremony and very little cash.

The oil trade, however, did a great deal in



THE LATE JUDGE DAVIS.



RESIDENCE OF VERSCHOYLE CRONYN.



RESIDENCE OF W. J. REID.



RESIDENCE OF MAJOR BEATTIE, M. P.



RESIDENCE OF ADAM BECK.



RESIDENCE OF GEORGE ROBINSON.



RESIDENCE OF C. W. LEONARD.

of troublous times for all in the commercial world, and many were compelled to go under in the almost universal wreck. London's natural position, however, stood her

years the assessment of London increased nearly one hundred per cent., yet in the fifth year the increase over the first of this period was but three per cent. To put it more con-



THE LATE E. W. HYMAN.
First Water Commissioner,
1878.

J. R. MINHINNICK.
First Water Commissioner,
1878.

WILLIAM ROBINSON.
Engineer, Water Commissioners,
1878.

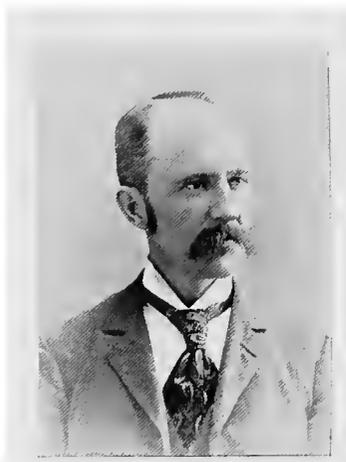
EX.-ALD. JAMES EGAN.
Chairman No. 3 on passage of
Waterworks By-law.

SIR JOHN CARLING, First Water Commissioner, 1878. (See page 130.)

in good stead, and she faster than many other less fortunately-placed centers rallied from the shock and found herself once more on a sound commercial basis. It was at this time that the Corporation issued the scrip previously

cisely: An assessment of \$100 in the first year had increased to \$200 in the fourth year, and gone back to \$103 in the fifth year.

In its early days London little dreamed of its coming greatness as a railroad center, and heroic



J. M. MOORE.
Engineer, Water Commissioners,
1900.



WILLIAM JONES.
Chairman, Water Commissioners,
1900.



O. ELLWOOD.
Secretary, Water Commissioners,
1900.

J. W. LITTLE, Water Commissioner, 1900. (See page 122.)

referred to, and which materially helped to tide over the difficulty.

Some idea of the inflation that prevailed may be gathered from the fact that in four

efforts were necessary to secure a beginning in this direction. The question was long agitated before, in 1834, an act of incorporation was secured for the London and

Gore Railroad, designed to connect Burlington Bay with Lake Huron. The project, however, at that time did not go beyond

name of the proposed company being changed to the Great Western Railroad Company. The London and Port Sarnia Railroad



THE WATERWORKS AND SPRINGBANK PARK.

obtaining the charter, and even this was allowed to lapse. Eleven years later, however, in 1845, the project was revived, the

Company was chartered in 1853, when the Great Western was opened, the road to be built from the foot of the lake to intersect

the Great Western at or near London. This is now well known locally as "the Sarnia Branch," forming part of the trunk line be-

never reached fruition. The first public record in connection with the London and Port Stanley Railroad appears in the Council Proceedings of 1853, when, at the first meet-



SPRINGBANK, LOOKING NORTH-WEST, AND EX-MAYOR LITTLE'S SUMMER RESIDENCE.

tween the east and west. In 1857 the London and Lake Huron Railroad Company was chartered. It was to build from London to a point at or near Port Frank, but the project

ing in January, Murray Anderson moved, seconded by John Carling, that the Mayor, Edward Adams, call a meeting of the citizens to consider the project. The meeting was

favorable, and as a result the company was incorporated in May, and in the following August the Corporation decided to take stock in the road to the extent of \$25,000. St. Thomas, Middlesex and Elgin having held aloof when it was supposed they would have aided, it became necessary three years later for London to again step to the front, which she did to the extent of \$28,000 in debentures and \$5,000 in cash, and the following year a further sum of \$30,000 was granted. On October 2, 1856, the road was opened. The history of the road was commonplace and uneventful till 1872, when the need of repairs to the roadbed and of additions to the rolling stock became so apparent that something had to be done, and in that year the road was

Western, it was not renewed, and after a good deal of negotiation, during which London bought the interest of St. Thomas in the road, the lease passed into the hands of the Lake Erie and Detroit River Railroad, which now operates it. Of the original incorporators of the company but one is alive — Freeman Talbot. The others were E. Jones Parke, Murray Anderson, G. W. Boggs, W. D. Hale, G. R. Williams, Robert Thomson, Wm. H. Higman, J. M. Batt, Boyce Thomson, Lawrence Lawrason, Lionel Ridout, S. S. Pomeroy, Elijah Leonard, Wm. Smith, S. Morrill, E. W. Hyman, Thomas C. Dixon, Alex. Anderson, Thomas Carling, Edward Adams, Samuel Peters, John K. Labatt, Wm. Barker, Daniel Harvey, Murdoch Mc-



VIEW, LOOKING EAST, FROM SPRINGBANK.

leased to the Great Western for a period of twenty years. This course had been mooted five years previously, in 1867, when the returns showed that the earnings of the road for the year had been \$42,759.91, an increase for the year of \$3,651.66. The Michigan Central Railroad was given running powers over the road north of St. Thomas in 1886, and still retains this privilege. On the lapse, by effluxion of time, of the lease to the Great

Kenzie, Crowell Wilson, and Cyrenius D. Hall. It is not generally known that, barring a few short lines without passenger traffic, which operate between mines and the seaboard, the proportion of earnings to working expenses, and the earnings per train mile, are greater on the Port Stanley than on any other railroad in Canada. In 1870 the project of the London, Huron and Bruce Railroad was first publicly mooted, and in 1871

the citizens voted for a by-law giving a bonus of \$100,000 to that line. The road was opened in 1875, and in the following year was amalgamated with the Great Western sys-

“stub line,” running from the main line at St. Mary’s. The first Grand Trunk depot was located on the south-eastern outskirts of the city. It was an old frame shed, used alike



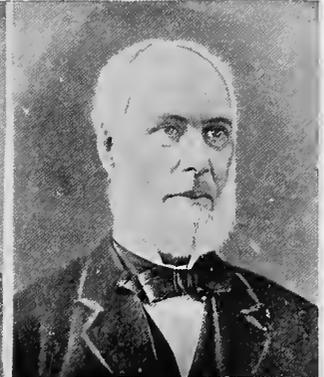
MURRAY ANDERSON,
1855.



WILLIAM BARKER,
1856.



DAVID GLASS,
1858-65-66.



WILLIAM M. BRIDGE,
1859.



JAMES MOFFATT,
1860.



F. E. CORNISH,
1861-2-3-4.



SIR FRANK SMITH,
1867.



WILLIAM S. SMITH,
1868.



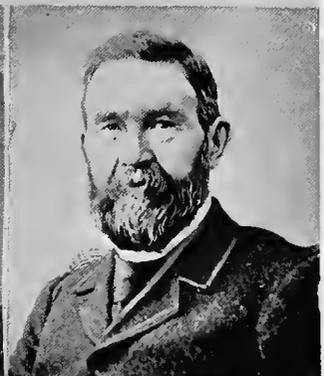
JOHN CHRISTIE,
1869.



S. H. GRAYDON,
1869-70.



J. M. COUSINS,
1871.



JOHN CAMPBELL,
1872-80-81.

ELIJAH LEONARD, Mayor 1857. (See Senators, page 132.)

C. S. HYMAN, Mayor 1884. (See M. P.'s, page 131.)

EX-MAYORS OF LONDON.

tem. London was connected with the Grand Trunk in the building of that road westward from Toronto, in 1859, but the London branch was what is known in railroad parlance as a

for freight and passengers, but soon gave place to a brick structure which is still standing and used as a mercantile warehouse. The location was inconvenient, however, and

the passenger station was removed to an old wooden shed at the junction of Bathurst and Burwell streets with the Hamilton Road. This was destroyed by fire in 1872, and was

then became the central point of a railway system radiating to the four cardinal points of the compass, and for all practical purposes to the whole thirty-two points. In 1887 the



J. W. LITTLE, Mayor 1895-96-97. (See page 122.)

J. D. WILSON, Mayor 1898-99. (See page 123.)

EX-MAYORS OF LONDON.

replaced by a neat brick structure, subsequently abandoned on the amalgamation of the Grand Trunk with the Great Western. This fusion took place in 1882, and London

Canadian Pacific Railroad entered London, and thus gave us a direct line on Canadian soil to the whole Northwestern Provinces and

[CONTINUED ON PAGE 123.]

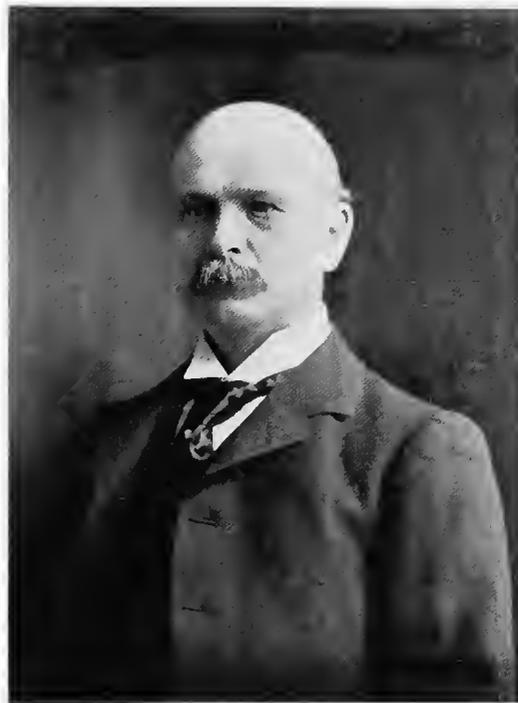
EX-MAYOR J. W. LITTLE.

A glance over the minutes of the Council proceedings for the three-years term during which Mr. J. W. Little occupied the office of Chief Magistrate of the city, 1895-6-7, shows a record worthy of preservation. It is not pretended, of course, that Mr. Little, unaided, carried out all the changes and improvements by his individual efforts, nor would he desire that such an impression should be conveyed. He always had a loyal Council at his back to further his suggestions. All the minor matters of the regime cannot be touched upon in the space at command, but a glance at the leading features will be of interest. The first of note was the rearrangement of the City Hall so that all the offices of the various departments were removed to the first floor—a great convenience to those having business with the officials, as well as greatly adding to the beauty of the Hall from an architectural point of view. The asphalt pavements were laid, and the street-car system of the city extended and electrified, while the road roller was purchased as an auxiliary in the improvement of the streets in all parts of the city. The first macadam pavements were also laid, and a most comprehensive system of sewerage adopted. The annexation of London West

brought about a most desirable change in the geographical aspect of the city, and added a large number to our population. The diversion of Hunt's mill race resulted in the removal of two unsightly bridges from one of our important streets, making a decided improvement in that vicinity. The bridges also received attention, those on the Port Stanley road being rebuilt, while a new means of access to the Sixth Ward was provided by the King street bridge, under which the sewer pipe runs. The Western Fair buildings were greatly improved and increased accommodation provided, and the car shops, which had been burnt and the ruins allowed to remain for some years, were

rebuilt, and now give employment to upwards of 400 men. Matters pertaining to the Fire Department received attention, the electric alarm boxes being renewed and the aerial truck purchased, thus giving the Department the use of a piece of fire-fighting apparatus which it had previously lacked, while a system of accident insurance for the men of the Department was inaugurated. To add to the efficiency of the corporation laborers, houses for the storage of tools and implements were provided, combining utility with economy. The by-law under which the magnificent Victoria Hospital was erected was passed

during Mr. Little's term. He was also active in the formation of the London and South-eastern Railway Company, which, though it never built a road, is still a chartered company, and of great service to London in its various negotiations with other railway corporations. In the financial line, during Mr. Little's term, a much more comprehensive system of preparing the reports of the various city departments was inaugurated, the auditors' annual report now touching upon many points previously omitted, and it is worthy of note that during the same period a sale of bonds brought from the investors the best price that had, up till that time, ever been



J. W. LITTLE.
Mayor of London, 1895-96-97.

paid for the city bonds. Among the many acts for which Mr. Little was personally responsible was the presentation to the city of a new and thoroughly up-to-date ambulance, which is now located at the Police Station, and is always ready for any emergency call, and on the occasion of the Queen's Jubilee he had struck a large number of medals to commemorate the event, one of which he presented to every school child in the city, whilst silver medals were provided for the aldermen and city officials. His acts of private charity were many in cases where applicants for relief were really in need, but under circumstances which, while evoking sympathy, did not legally justify the use of public funds.

EX-MAYOR JOHN D. WILSON.

The administrative term of Mayor John D. Wilson was marked by a notable event in the opening of the new General Hospital—a monument to London's philanthropy and a striking addition to the architectural beauty of the city. Though the by-law authorizing this structure was passed in a preceding term, it is a well-known fact that the plan in its entirety, involving as it did an expenditure of over one hundred thousand dollars, would never have been carried to completion but for the tenacity, pertinacity and determination of the gentleman who occupied the office of Chief Magistrate during the period of its erection and up till the time of its formal opening. The Hospital as it stands to-day is one of the most complete and up-to-date institutions of its kind on the continent, and affords full opportunity for the separation and isolation of patients where successful treatment demands such a measure. Mayor Wilson also had the honor during his term of office of bidding godspeed to the Londoners who volunteered for service against the Boers in South Africa, and appropriately voiced the sentiments of the community generally in giving the gallant soldier lads a befitting send-off. A point that required a good deal of tact in dealing with it arose during Mayor Wilson's term of office in quelling an incipient riot that might have grown to formidable proportions in less capable hands. A strike of street railway employees, the merits of which need not be discussed here, led to the assemblage of thousands of people upon the streets. They were for the most part mere curiosity mongers, but the presence of the crowds tempted a few turbulent and unthinking persons to throw missiles at the cars, endangering the public safety. The police force not being numerically equal to the occasion, the Mayor read the Riot Act and called out the military to clear the streets. The disorder ended there,

the overwhelming majority of the people being orderly and law-abiding, but there is no saying where the end would have been had not the supremacy of law and order been promptly and firmly insisted upon. Taken all in all, Mayor Wilson's term of office was a memorable one, and in after years many events will be dated from that period.

[CONTINUED FROM PAGE 121.]

Territories and to the Pacific Ocean, in addition to furnishing a competitive route to many points in Ontario, the Eastern and Western States and the seaboard. So much for the rise and progress of railroad facilities in London, which is the most advantageously situated, so far as railways are concerned, of any city in Canada. As before said, more trains arrive at and depart from London daily than from any other point in the Dominion. This general description should be supplemented by a glance at the map given on another page, whereby there may be obtained a better knowledge of London's peculiarly fortunate situation as a railway center. It will be seen that the whole area of the most fertile portion of Ontario is tributary to this city as its commercial and manufacturing metropolis.



JOHN D. WILSON, M. D.
Mayor of London, 1898-99.

It may be broadly stated that London has never been without a public market place. Almost coincident with the first settlement a frame building was erected on the courthouse square for market purposes. It was shortly afterwards removed to the present site, but this did not prove satisfactory, and it was again shifted to what was the extreme south-eastern portion of the village, on Wellington street. Here, again, dissatisfaction arose, and the market was moved to the site of the present Grand Trunk station, from whence it was finally taken and placed on the present Market Square. This was in 1853, when a lot was purchased on Dundas street, from L. Lawrason, for an entrance. For this

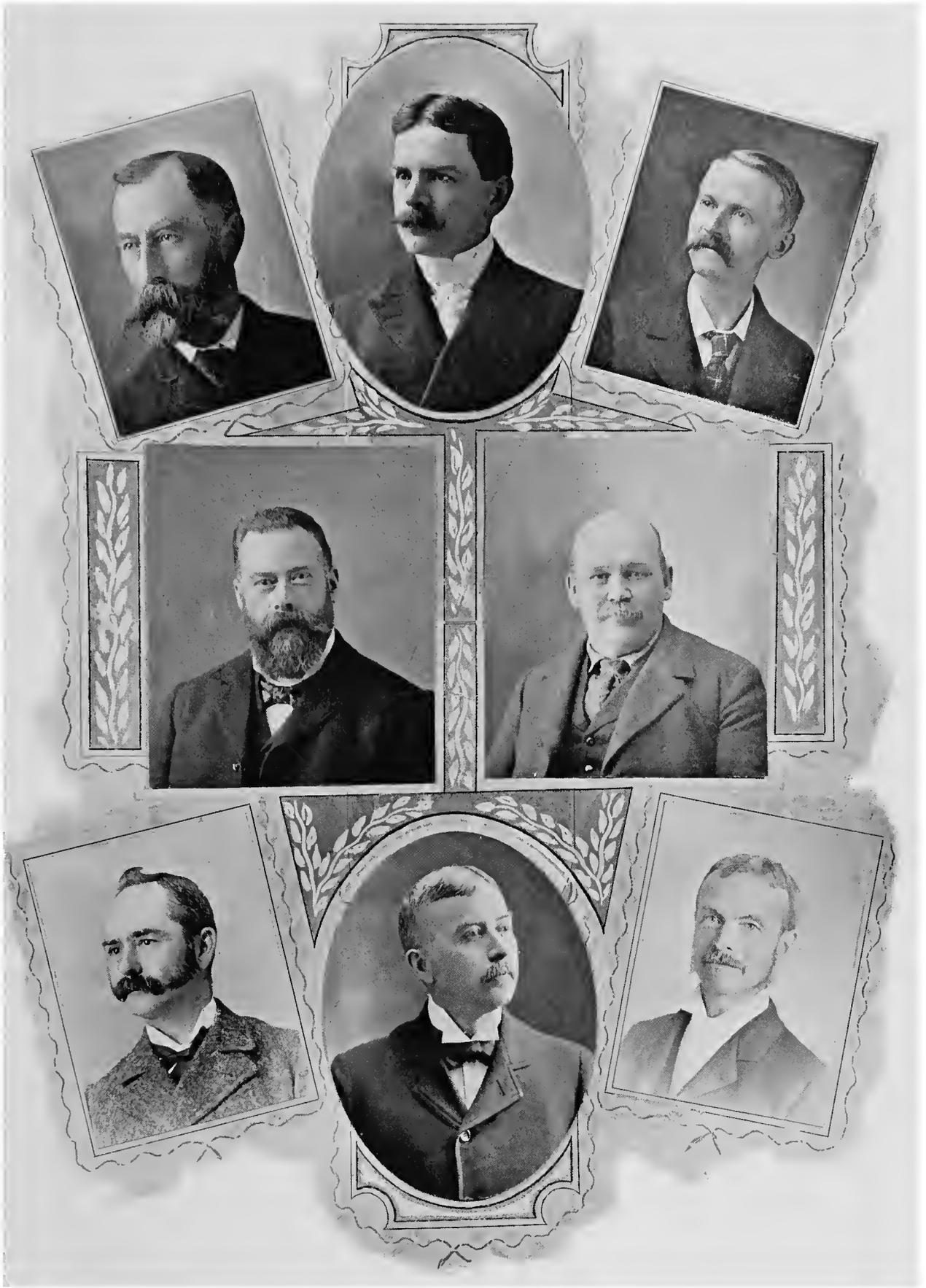


MEMBERS OF THE BOARD

HENRY DREANEY.
EDWARD PARNELL, JR.
WILLIAM REED.

W. H. WINNETT.
HUGH M. DOUGLASS.
JOHN WILKEY.
F. G. RUMBALL. (See page 126.)

ROBERT A. CARROTHERS.
STEPHEN O'MEARA.
JOHN W. MCCALLUM.



OF ALDERMEN FOR 1899.

JOHN H. PRITCHARD.
 GEORGE C. JOLLY.
 JOSHUA GARRATT.

CHARLES M. R. GRAHAM.
 PATRICK McPHILLIPS.

FRANCIS J. PLANT.
 JAMES MALLOCH.
 ANDREW GREENLEES.

land £25 per foot was paid. This is the present Market Lane, but it may not be generally known that four feet of this lane is private property, and it is closed up periodically for a few hours so that the title shall not lapse by prescription. It was also resolved to go on with the town hall, but a bitter fight arose as to whether it should face on Richmond street or the Market Square. The form of the original building, known to present-day citizens as the City Hall, would suggest that a compromise was reached, so that either side might be called the "front." The total amount of the various contracts for this building was £7,501 10s. 3d.; but who shall compute its total cost as it stands to-day? Market fees were an institution from the first, but the first record of the privilege of collection being sold appears in 1843, when Maurice Baker paid £169 17s. The following year Alex. S. Armstrong paid £251—an odd figure, probably based on a belief that the generally accepted value of the privilege was about an even thousand dollars. In 1843 also we find the first record of what was afterwards quite common till the fees were abolished—a man before the Magistrate for failing to pay the market fees. His name was Wm. Cahill, and he was ordered to pay the fee of two shillings and a fine and costs amounting to thirteen shillings and ninepence. In the same year John Schofield purchased a pig which had not been taken into the public square, and for this act against the public weal he was condemned to pay a fine of ten shillings and eight shillings costs. The first record of market prices, beyond the offering of one dollar in goods for a bushel of wheat, appears in 1850, when we find the following: Fall wheat, 3s. 5d. per fifty pounds (within a couple of cents of a dollar per bushel); spring wheat, 2s. 9d. (79 cents

per bushel); oats, 1s. 3d. per bush.; timothy seed, 7s. 6d. per bush.; hay, 55s.; straw, 25s.; flour, 7s. 6d. per cwt.; potatoes, 1s. 10½d. per bush.; apples, 2s. 6d.; pork, 20s. per cwt.; beef, 2d. per lb.; mutton, 2d.; butter (salt and fresh), 7½d. per lb.; eggs, 7½d. per doz.; geese, each, 1s.; fowls, 7½d. per pair; turkeys, 2s. 6d. The month was February, and the outside prices are quoted. In an old paper of the period are given the following market quotations for September 30, 1844: Wheat, 3s. to 3s. 9d.; oats, 1s. to 1s. 3d.; rye, 2s. 6d.; potatoes, 1s. to 1s. 3d.; hay, per ton, 30s.; straw, per load, 10s. to 12s. 6d.; barley, 2s. 6d.; beef, per cwt., 15s.; mutton, per lb., 3½d.; veal, 2½d.; hams, per lb., 5d.; butter, per lb., 6d.; eggs, 5d.; fowls, per pair, 1s.; turkeys, 3s. 1½d. The figures possess a certain degree of interest as a reminiscence, but they point no moral. The conditions of life then were so utterly different from now that comparison is out of the question.

About the period spoken of, a second generation of business men began to appear on the scene. Dennis O'Brien, the pioneer, had just retired, and it is interesting to note who were the leading commercial spirits of that day, showing as it does the progress that had been made in London during what may be called the first generation of its commercial men. It will be noticed that the growth was most marked in the mercantile, hotel-keeping and professional lines, while an observer of to-day would say that the most marked characteristic of London is its manufacturing population. At this point pardon a digression, which is more or less pertinent.

It is a noteworthy fact that, while other industries have flourished, distilleries have never gained a permanent foothold in London. At one time or another there have been four, but none exists



F. G. RUMBALL.
Mayor of London, 1900.

The municipal career of Mayor Rumball has been brief, but essentially noteworthy. Elected first for the year 1897 as alderman to represent a Ward in which he did not reside—but in which, however, his place of business was located—he served with acceptance for the term. On his re-election, after a year in which he did not participate in municipal affairs, he was chosen as chairman of the most important committee, and was chosen as Mayor for the succeeding year (1900). His administration has been marked by clean-cut business methods and a well-conducted council.



MEMBERS OF THE BOARD

OF ALDERMEN FOR 1900.

OTTO E. BRENER.
 HUGH A. STEVENSON, M. D.
 RICHARD WRAY.

DAVID ROSS.
 NEIL COOPER.
 WILLIAM GERRY.
 HENRY WINDER.

JOHN W. BARTLETT.
 THOMAS JENKINS.
 JOHN BARNED.

Aldermen for 1899-1900: Dreaney, Winnett, Pritchard, Plant, Jolly, Malloch, Garratt, Douglass. (See pages 124 and 125.)

to-day, nor has there been one for over a generation, though Moore's distillery is a landmark still standing on the river bank in the south-eastern part of the city. It is related of Dennis O'Brien that he ascribed his commercial downfall to his distillery. Some might regard this as pointing a significant moral; others might quote the success of distilleries elsewhere, and hint that the failures in London were in some measure due to the number of illicit or "moonshine" stills in operation in this neighborhood. That, however, is beside the question; the



T. G. MEREDITH.
City Solicitor.

ever made in London was made by John Dymond; his brewery stood on the north side of North street. The business directory of London in 1850—precisely half a century ago—was as follows:

Auctioneer—John Talbot.

Booksellers—F. B. Beddome, J. Gillean, J. M. Graham, Robert Reid.

Brewers—Wm. Carling, John Dymond, Eccles & Labatt.

Builders—Thomas Code, J. Elliott, Green & Bros., Geo. Watson, Winson & Sreaton.

Banks—Bank of Montreal (John Fraser, manager),



C. A. KINGSTON.
City Clerk.

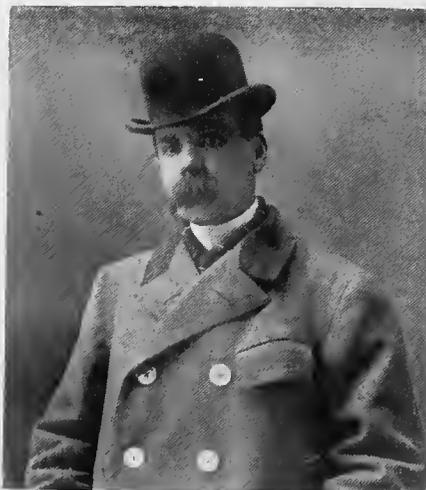


JOHN POPE.
City Treasurer.



G. F. JEWELL, F. C. A.
City Auditor.

fact remains. As showing the prices that then prevailed, I find an advertisement in which Dennis O'Brien offers for sale 200 barrels of "prime old whiskey" at 1s. 3d. (25c.) per gallon. The first beer



A. O. GRAYDON.
City Engineer.



STEPHEN GRANT.
City Assessment Commissioner.

Bank of Upper Canada (James Hamilton, manager), Commercial Bank (Chas. Monsarratt, manager), Gore Bank (W. W. Street, manager). Mr. Street, who was the father of the present Justice Street, had

previously been manager of the Bank of Upper Canada, leaving its service in 1845. He afterwards removed to Chicago, and became Assistant City Freight Agent of the Michigan Central Railway. He was president of the St. George's Society in that city for many years prior to his death.

Chandler
—Hy. Dalton.

Cabinet-makers—E. P. Ellis, J. B. Merrill, Mountjoy & Sons, W. Till.

Carriage Builders—M. Holmes, A. Lawrie, Plummer & Pacey.

Commission Merchant—Wilson Mills.

Dry Goods Merchants—Adair & Thompson, Matthew Colovin, B. Cox & Co., Wm. Gordon, G. M. Gunn, Dan'l Macfie, Francis McGill, Geo. G. Magee, Matt. McGill, J. G. McIntosh & Co., R. S. Murray & Co., John Phillips, John Raymond, Tyas & Williams.

Druggists
—B. A. Mitchell, John Salter, John Williams.

Distillers—Wm. Moore, Samuel Peters.

Founders—M. Anderson, Jackson & Elliott, E. Leonard.

Grocers—E. Adams, T. H. Buckley, Wm. Glass, Hugh Macfie, D. Murphy, A. Paull, Hugh Rose, Frank Smith, A. & G. Smyth, Robert Wilson.

General Merchants—Hope, Birrell & Co., Lawrason & Chisholm, J. C. Macklin.

Hotels—Wm. Balkwill, W. Barker, J. M. Bennett, W. B. Lee, John Smyth, S. Smith, David Thompson, and the following, personally kept by the persons whose names they bear: Matthews' Hotel, McDowell's Hotel,

Macfie's Hotel, Robertson's Hotel, Strong's Hotel, and Robert Summers' Hotel.

Hatters—Thomas C. Dixon, E. Raymond.

Hardware
—L. Ridout.

Insurance—W. H. Childs, J. Franklin, H. Lambkin, Alex. Macdonald, S. S. Pomeroy.

Livery—J. Coote, John Jennings, W. T. Kiely.

Lawyers
—Hy. Becher, R. Becher, James Daniell, Wm. Horton, E. Jones Parke, Thos. Scatcherd, J. F. Saxon, J. Shanly, D. M. Thompson, John Wilson, Counsellor Hughes.

Miller—Rog'r Smith.

Printers

and Publishers—W. Sutherland (Free Press), Lemon & Hart (Times), H. A. Newcombe.

Physicians—A. Anderson, David Farrar, Henry Going, A. McKenzie, Charles G. Moore, George Southwick, Thomas Phillips.

Sash Factory—Wm. Bissell.

Saddlers—Robert Darch, Robert Fennell,

[CONTINUED ON PAGE 132.]



THE LATE A. S. ABBOTT.
Ex-City Clerk.



W. C. L. GILL.
Registrar.



WM. BELL.
License and Relief Inspector.



W. T. T. WILLIAMS.
Chief of Police.

SIR JOHN CARLING.

Sir John Carling presents such a unique figure in his public career that some extended notice is worthy of place. No other public man in Canada, of whom we are aware, has such a record. The following sketch is taken from the *Farmer's Advocate* of January, 1891, and it is so full and complete, up to that date, that it only remains to be added that Sir John is now in the Senate for the second time—also a unique event in the career of a Canadian public man—he having resigned after serving a term, when first appointed, to run again for the Commons, subsequently being reappointed to the Senate. The sketch below quoted gives all the salient facts in Sir John's history, but it may be added that in addition to his public acts he has always advocated and worked for the advancement of what is practically, though not literally, his native city.

From the Farmer's Advocate of January, 1891:

"Hon. John Carling, Minister of Agriculture in the Dominion, was born in the township of London, county of Middlesex, on the 23rd January, 1828. His father, a native of Yorkshire, was one of the pioneer settlers of this district, and saw the City of London spring from the forest wilderness and grow to be the commercial center of Western Ontario. At eleven years of age, Mr. Carling, with his father, removed to the above city, where he received his early education. In 1849 he and his brother William succeeded to the brewing business which their father had begun. In 1850 he was elected to his first public position, that of school trustee, and continued a member of the Board of Education for four years. In 1854 he was elected to the Town Council, and served the city in the capacity of an alderman for another four years. In December, 1857, he was first elected to Parliament—the old Parliament of Canada—and continued as a representative in that House until Confederation. In 1862 he was appointed Receiver-General in the Macdonald-Cartier Government of Old Canada, and was returned by acclamation on accepting office. He continued in Parliament after the defeat of that administration on a general appeal to the country, the late Wm. McBride being his opponent. At Confederation, dual representation being then in vogue, he accepted office as Commissioner of Agriculture and Public Works in the first Ontario Government, holding at the same time his seat in the Commons. In the contest of that year he was opposed by the late James Durand for the Local Legislature and the late James Peacock for the Commons. He continued in office in the Local Legislature after the election of 1871, in which the late Frank Cornish was his opponent, still holding his seat at Ottawa. He re-

signed with the Government, however, in the fall of that year. In 1872 dual representation was abolished, and he resigned his seat in the Legislature, to be succeeded by Mr. W. R. Meredith. In the same year he was re-elected to the Commons over the present Judge McMahon. In 1874, however, he was defeated by the late Col. Walker, under circumstances with which the people of Canada are tolerably familiar. When Col. Walker was unseated and disqualified in 1875, Mr. Carling did not again present himself for re-election. In 1878 he was elected chairman of the first Board of Water Commissioners for the City of London, and during that year the present efficient system of waterworks was constructed. In September of that year he was again elected to the Dominion Parliament in a contest with the late Col. Walker, and has continued to represent the City of London ever since. On May 23rd, 1882, just before the general election, he was sworn in as Postmaster-General, which portfolio he held till 25th December, 1885, when he was



HON. SIR JOHN CARLING, K. C. M. G.

called to the responsible position he now holds of Minister of Agriculture. In the interim he has succeeded in two contests, one with Mr. John Campbell and the other with Mr. C. S. Hyman. It is worthy of remark that of all the men who were in Parliament when Mr. Carling first entered it in 1857, but four are still there—Sir John Macdonald, Sir Hector Langevin, Mr. Bourassa, and Mr. Daoust.* Mr. Carling has been prominently identified with the material progress of London, and in public life he has played a no less conspicuous part. As Director of the Great Western Railway, he was instrumental in securing the G. W. R. and Ontario car shops for London, as well as the London, Huron & Bruce Railway for this district, and many years later he was the chief factor in bringing the Canadian Pacific Railway to that city. It will be remembered that as Minister of Agriculture in the Local Legislature he established the first Experimental Farm in Canada, selecting Mimico, near Toronto, as the site. Subsequently his successor in office changed the site to Guelph. And while Commissioner of Public Works he directed the building of the London Insane Asylum, Belleville Asylum for the Deaf and Dumb, and the Brantford Asylum for the Blind. More recently he secured the Military School for London. He also carried out the extensive scheme of drainage which renders so large a portion of the western peninsula of Ontario fit for settlement, and at the same time opened up the free-grant lands of Muskoka. He was the first to have grants of money set apart for Mechanics' Institutes and the Fruit-growers' and Entomological Societies. In his capacity as Dominion Minister of Agriculture he has reared a monument to his memory in the far-reaching and splendidly-equipped system of Experimental Farms. They will live and be useful when Mr. Carling and his political associates have passed away from the scene of action. In conclusion, it may be remarked that Mr. Carling, in his private life, has exhibited all those qualities of generosity, of unchanging affability and devotion to friendship which make the very brightest complement to a useful and industrious public life. Long may his generous and useful life be spared and devoted to his native country."

* Since the above article was first printed all of these gentlemen have passed away, with the exception of Sir Hector Langevin. The Mr. Bourassa mentioned was the father of the present member of that name.

MEMBERS OF PARLIAMENT:

COL. MAHLON BURWELL, 1835.
 HAMILTON H. KILLALLY, 1839.
 LAWRENCE LAWRASON, 1841.
 W. H. DRAPER (afterwards Judge), 1848.
 JOHN WILSON (afterwards Judge), 1849.
 THOS. C. DIXON, 1852.



MEMBERS OF PARLIAMENT:

SIR JOHN CARLING, 1857-1874, 1878-1890,
 1891-1896.
 COL. WALKER, 1874.
 J. H. FRASER, 1875-1878.
 C. S. HYMAN, 1890-1891.
 MAJOR THOMAS BEATTIE, 1896-1900.



MEMBER OF LEGISLATURE:

SIR JOHN CARLING, from Confederation
 until abolition of dual representa-
 tion in 1872.

MEMBERS OF LEGISLATURE:

SIR W. R. MEREDITH, 1872-1891.
 T. S. HOBBS, 1894-1898.
 COL. F. B. LEYS, 1898-1900.

MEMBERS AND EX-MEMBERS OF PARLIAMENT AND LEGISLATURE.

THE LATE COL. WALKER, EX-M.P.
 C. S. HYMAN, EX-M.P.

THE LATE J. H. FRASER, EX-M.P.
 CHIEF JUSTICE SIR WM. R. MEREDITH, EX-M.P.P.
 COL. F. B. LEYS, M.P.P.

MAJOR THOMAS BEATTIE, M.P.
 T. S. HOBBS, EX-M.P.P.

[CONTINUED FROM PAGE 129.]

Joseph Gibbons, W. King, D. O. Marsh.

Tailors—J. Glen, W. Hall, P. McKittrick, Stewart Bros., E. Yealand.

Tanners—E. W. Hyman, Simeon Morrill.

Tinsmiths—John Jarman, S. McBride.

Watchmakers—Hy. Davis, R. J. Jeanneret, Wm. Dewey.

Of the above-named persons, at the moment this is printed eight are still living in London and one in Toronto. Three of the Londoners still follow their old lines of business.

This brings us to a period when London had about recovered from two disastrous fires. The first had occurred in October, 1844, when the block bounded by Dundas, North (Carling), Talbot and Ridout streets was destroyed, and the second



HON. CLIFFORD SIFTON.
Dominion Minister of the Interior.

in April of the following year (1845). These fires marked an epoch in London's history. The place had then been incorporated as a village for five years, but, like many, if not all, of the villages even of the present day, the facilities for battling with fire were of the crudest description. The first volunteer fire brigade had been organized three years previously, but it was merely a bucket affair, a by-law compelling every householder to keep a leathern bucket, painted black, in a convenient spot for use in case it should be required. This answered all purposes till the first great fire, when the late

Hon. G. J. Goodhue purchased a "fire engine," a machine that in these latter days would be graded somewhat higher than a watering



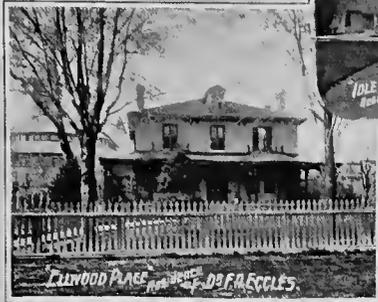
HON. SENATOR DAVID MILLS, Q. C.
Minister of Justice and Attorney-General of Canada.



THE LATE ELIJAH LEONARD.
Senator.

can, but lower than a lawn sprinkler. It was worked for a few minutes in the second conflagration, when the spread of the flames

ner of Dundas and Ridout streets, and in a great deal less time than it has taken to compile these facts, some three hundred buildings



of various styles of architecture, but all of wood, were turned to ashes. The burnt district extended from Dundas street south to the river, Ridout and Talbot streets being the western and eastern boundaries, respectively. Within this area but one house was left standing, the Balkwill House,

kept by Mr. John Balkwill, the President of the village. It stood on the site of the present City Hotel. While this fire in its full extent was probably never foreseen, it is curious to read of the precautions prior to it to prevent any fire. Two years previous, Alex. Lawrie, a carriagemaker, had been fined 9s. 9d. for starting a fire on Talbot street

caused it to be abandoned, and it shared in the general destruction. The fire originated in the Robinson Hall, on the south-east cor-

ner to set a wagon tire, and in the same year John Gray, he having received a box of lucifer matches, was ordered by the village board

to remove it to a distant outhouse, as it was considered dangerous to allow the box to be kept in a store. There was also a clause in the village by-laws providing for a penalty should the water tanks be opened except in case of fire, and the records show that it was an offense against the majesty of the law, punishable by a fine, to permit a chimney to catch fire. There have since been fires in London of greater magnitude, considered commercially, but none that can be spoken of as a calamity entailing suffering and personal hardship of so universal a character on the people of the section as resulted from this fire.

In 1854 the commerce of London had reached such proportions as to justify the

when he gave place to his brother-in-law, J. B. Strathy, who continued in office till 1878, when Robert Reid was appointed, he being succeeded by George Burns, the present collector, in 1899. At the beginning, the ground floor of the store opposite the Market Lane was large enough to accommodate the business. But only for a short time, when a removal was made to the buildings opposite the City Hall, thence to the Albion Block, where the Customs House remained till 1872, when a portion of the present building, the construction of which began two years previously, was occupied. As

showing the growth of London commercially, a few figures gleaned from customs returns are given, but the intelligent reader will



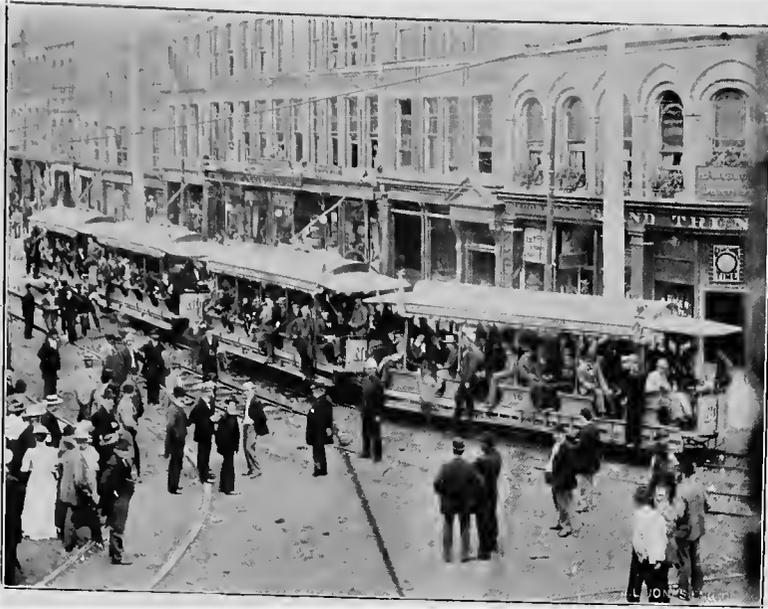
LONDON CLUB HOUSE.



BIRD'S-EYE VIEW OF GRAND TRUNK CAR SHOPS.

creation of a customs district, with headquarters here. Dr. Hiram Lee was the first collector, holding the office for two years,

know that, while the figures are correct, the conclusion reached therefrom can only be approximate. The varying rates of duties,



INAUGURATION OF THE TROLLEY CAR SYSTEM IN LONDON, 1895.

These figures prove the increased purchasing capacity of the people, but little beyond that. Coming to more recent times, the receipts for customs duties in 1871 were \$233,126. The following year there was an increase of about \$30,000 in the duties collected, while in 1873 the sum decreased to \$214,970. This was raised to \$304,888 in 1874, and from that period increases were the order of each year, save one (1880), till 1881, when the figures had reached \$541,724. Since that period the amount of duties collected each year has hovered around the half-million mark, ranging from \$581,697 in 1887 (the highest) to \$447,000 in 1895 (the lowest).

and fluctuations in periods of imports and release of goods from bond, will cause variations in the amount of duties collected without being an accurate reflex of the amount of trade done in the district in any certain specified time. In the first year the imports at the port of London were to the value of £232,552, while the exports were £77,973. The following year the imports increased to £293,998, and the exports decreased to £75,433.

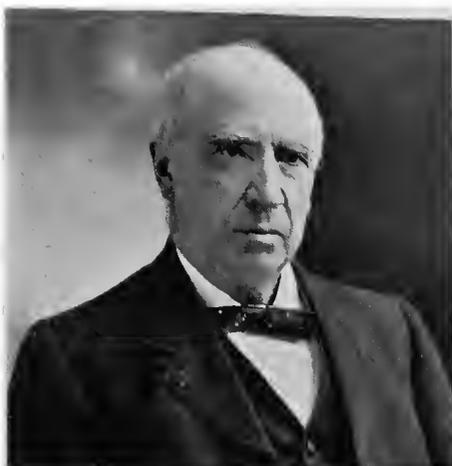
As bearing upon the industrial interests, the inland revenue returns are in some directions better indices of prosperity than the customs collections. In the former edition of this work, it was pointed out that the proportion of excise revenue collected in London, as compared



MOONLIGHT EXCURSION CAR—LONDON STREET RAILWAY COMPANY.



LONDON STREET RAILWAY POWER HOUSE.



JOHN M'CLARY.



JUDGE DAVID JOHN HUGHES.
Town Clerk, London, 1840.



VERSCHOYLE CRONYN.
Oldest native-born within city limits.

with the Province at large, was, roughly speaking, about five to one per cent. of the population, but, as was also pointed out, these figures do not show a relatively heavier tax on Londoners. They show rather that in the excise district of London manufacturing is carried on for consumption outside of the district; in other words, London is a manufacturing center.

The number of licenses issued by the

Excise Department during the year were: Cigar manufacturers, 17; bonding warehouses, 13; maltsters, 3; brewers, 6.

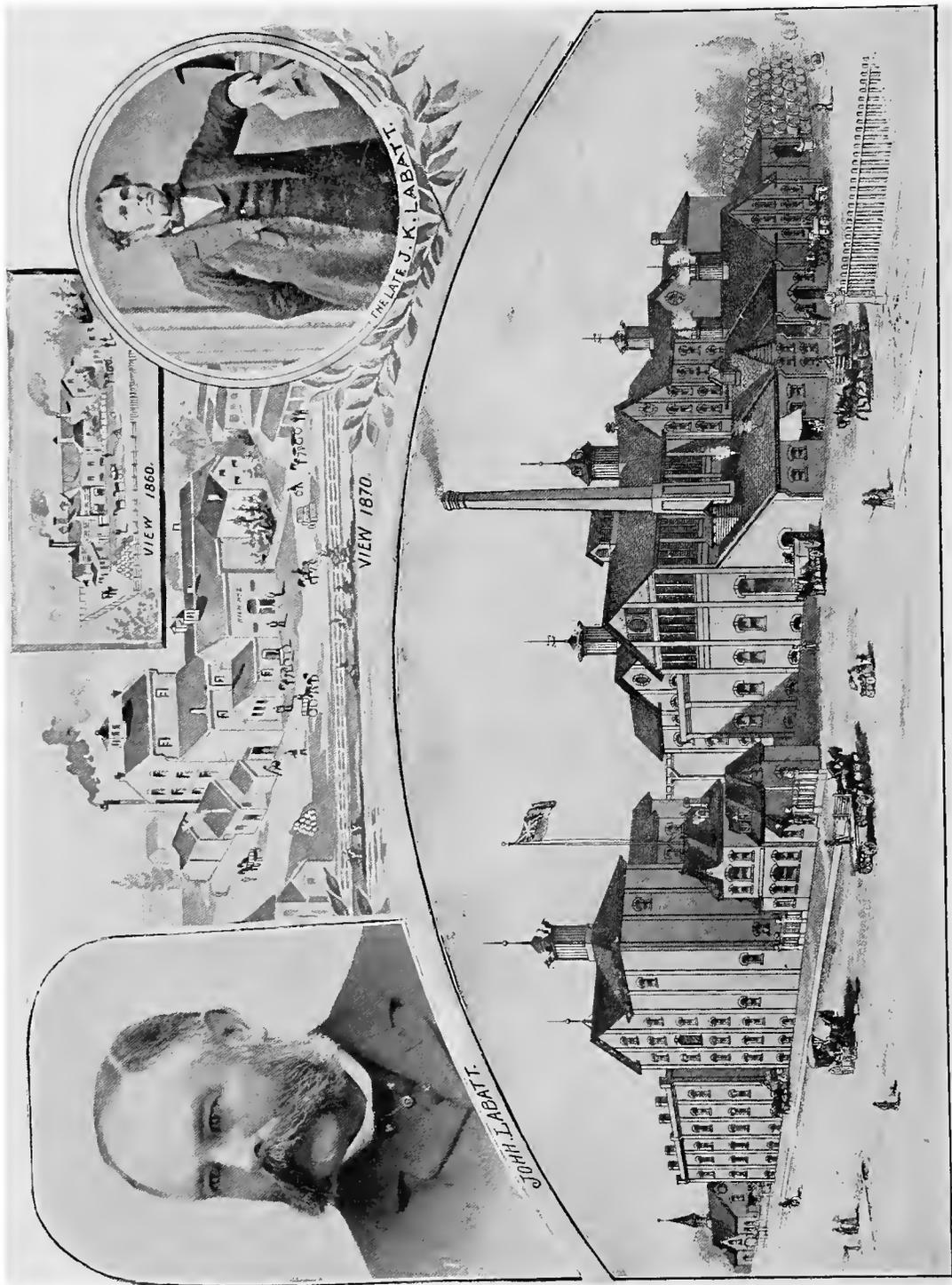
During the past year the Inland Revenue Department at London has been raised from the standing of second-class to first-class. The effect is to place the Department of London on the same footing as Toronto and Montreal. It is a recognition of the wonderful growth of business. During the past year, also, the



THE LATE SHERIFF WM. GLASS.



SHERIFF CAMERON.

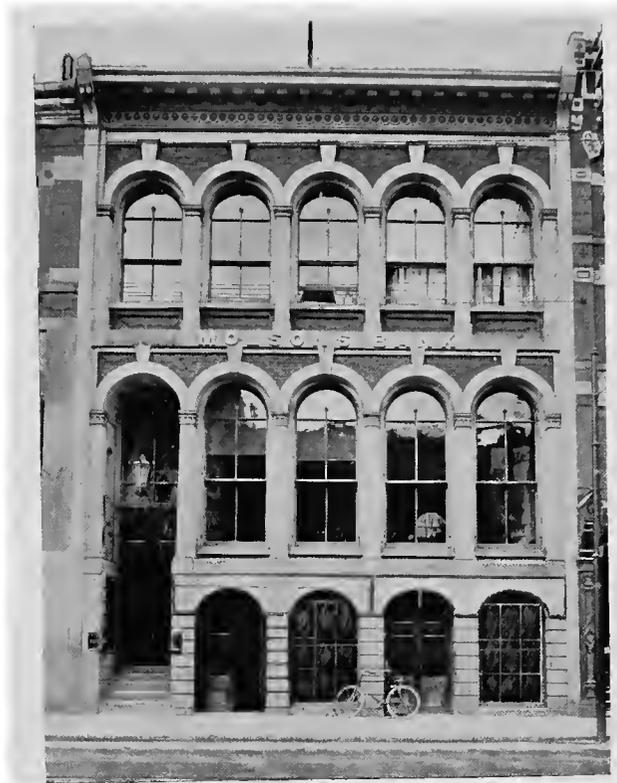


JOHN LABATT'S BREWERY.

United States consular agency here has been raised to a position of the first-class. Col. Culver, the present incumbent, is a full consul. His predecessors were consular agents. This is a recognition of London's importance as a commercial center.

London's preëminence as a manufacturing and commercial center naturally renders it the headquarters of the Western Ontario Commercial Travellers' Association, and some idea of the magnitude of London's wholesale concerns may be formed from the fact that this organization numbers in the neighborhood of five hundred members. They cover commercially the whole of Western Ontario, whilst many of them travel from the Maritime Provinces on the Atlantic to British Columbia on the Pacific. The Association was formed in 1876, and incorporated four years later. The present secretary, Alf. Robinson, has held office for nineteen years. The Association has an insurance scheme for death, accident and sickness, and is a flourishing organization financially.

It goes without saying that London's commercial supremacy, while the result in a large degree of the excellent railroad system of which it is the hub, and the enterprise of its inhabitants, arises mainly in the first place



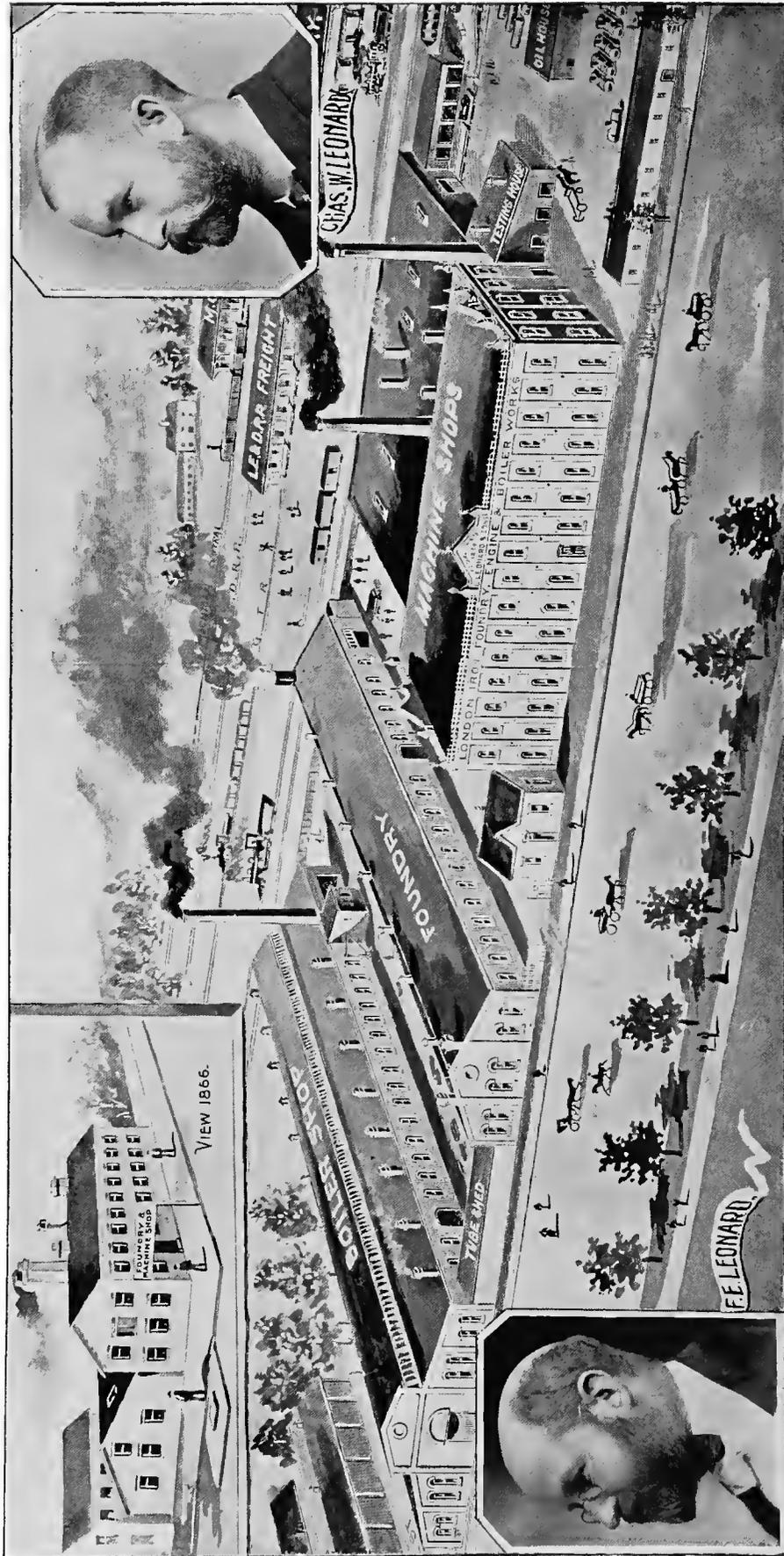
THE MOLSONS BANK.



THE BANK OF TORONTO.



THE CANADIAN BANK OF COMMERCE.



E. LEONARD & SONS' ENGINE AND BOILER WORKS.



RESIDENCE OF JOHN LABATT.



RESIDENCE OF JOHN M'CLARY.



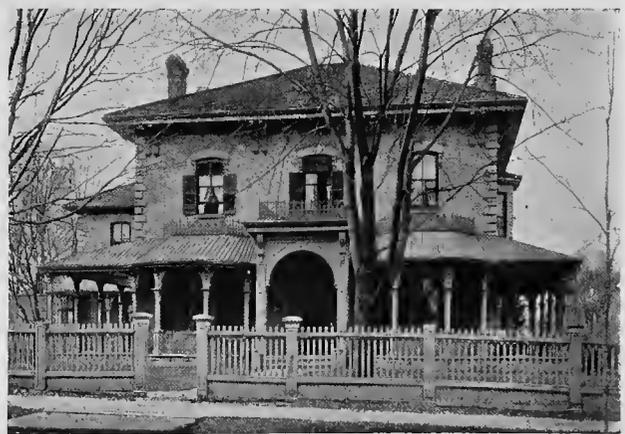
SUMMER RESIDENCE OF VERSCHOYLE CRONYN.



RESIDENCE OF W. F. BULLEN.



RESIDENCE OF F. E. LEONARD.



RESIDENCE OF T. H. CARLING.

from the agricultural richness of the country surrounding it. Middlesex is one of the most favored counties in Ontario, and it is surrounded by counties of so like a nature that the Western Peninsula forms a more fertile tract, with more diversified productions, than exists anywhere else under the sun. Draw a line northward from the mouth of the

farming," special attention being paid to the dairy industry. Of all the counties in the fertile section west of Toronto, Middlesex stands second both in the number of its cheese factories and of its creameries. In the production of wool it is sixth, some of the more hilly counties outranking in this particular, and it is third in the raising of



THE CARLING BREWING & MALTING CO. (LIMITED).

Niagara River to the Georgian Bay, and westward of that line in Ontario will be found an area the equal of which, for fertility and diversity of production, is to be found nowhere else on earth. Speaking more particularly of our own local district, this is a section not alone noted for its roots, fruits, cereals, and live stock, but here is brought to perfection the process known as "mixed

cattle. It stands easily first in the number of horses, while it is far and away ahead of all others in the lines of poultry and bees. The State of Michigan, though in the same latitude, is not so highly favored, for horses have to be imported from this section to prevent deterioration of the stock there. This is not generally known, nor is the still more enviable fact that the superiority of



THE LATE C. HUNT, 1861-62-69.



ISAAC WATERMAN, 1879.



W. J. REID, 1887.

THE LATE JOHN BLAND, 1893-94.

JOHN BOWMAN, 1895-96.



A. B. GREER, 1897-98.



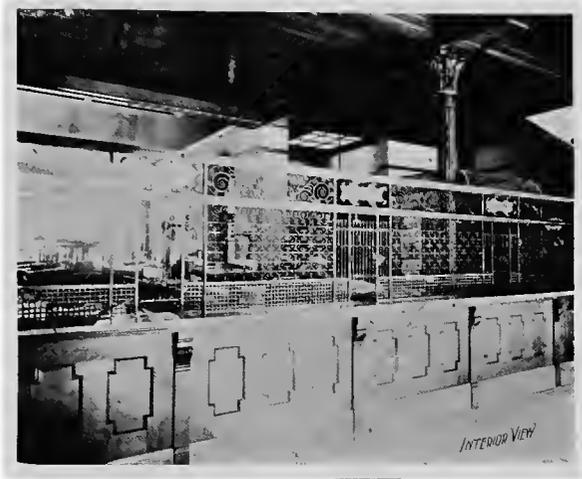
JAMES MATTINSON, 1899-1900.

EX-PRESIDENTS AND PRESIDENT OF THE LONDON BOARD OF TRADE.

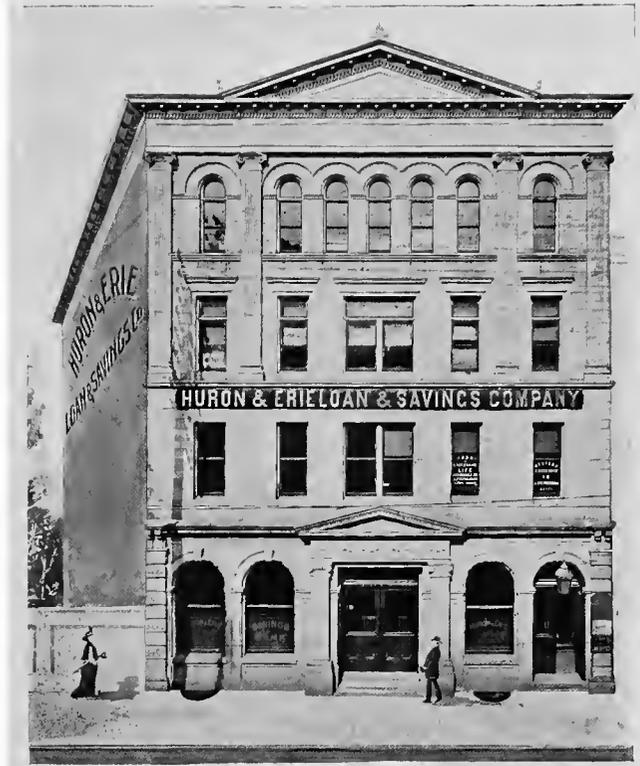


D. S. PERRIN & CO., BISCUIT AND CONFECTIONERY WORKS, 1897.

the race horses of the famous "blue grass" region in Kentucky is constantly maintained by the importation of sires and dams from the country surrounding London. But a word with special reference to the dairy industry. The business was begun some years ago in a modest way, but its development has been systematic, and has reached enormous proportions.



INTERIOR SECTIONAL VIEW, H. & E. L. & S. CO.



THE HURON & ERIE LOAN AND SAVINGS CO.

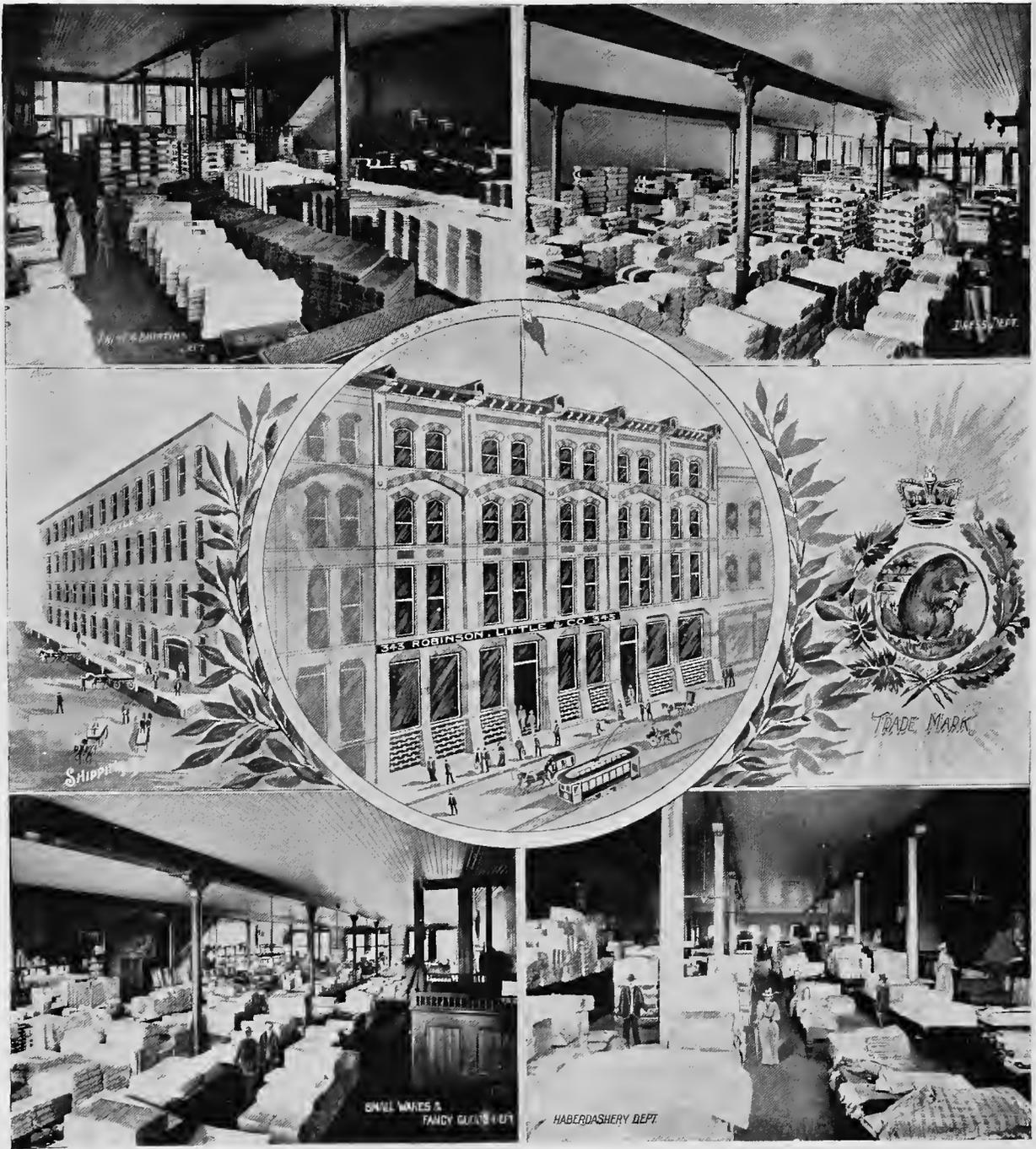
Able and scientific instructors, sent out at the instance of the Government, have had apt and intelligent pupils, and there is now no quarter of the universe from whence our cheese makers fear competition, so far as the quality of their product is concerned. The cheese has not only reached a high degree of perfection, but it is of uniform excellence. From every point of view, the development of the cheese and butter trade has been a benefit to the district, and, keeping in view London's position with regard to



THE ONTARIO LOAN AND DEBENTURE CO.

shipping facilities, it cannot fail to be seen that advance along this line means progress for London.

The production of oil and salt is carried on to a large extent in the district, while the fishery interests on the north and south are considerable, and lumbering is a feature of the section known as the Ontario peninsula. The vineyard region has been highly developed, and all semi-tropical fruits are raised in abundance. Tobacco culture may be said to be in its infancy, as it is only of recent



ROBINSON, LITTLE & CO., WHOLESALE DRY GOODS, 1897.

years that its cultivation on a systematic and extensive scale has been carried on, though the refugee negroes from the South raised more or less of it ever since their landing in this section. The raising of tobacco was carried on in what is now a portion of London, but was then the township of Westminster, while the American war was in progress. The plant was raised, however, for home consumption, and not for commercial

cultural Society was held, and an apology for the paucity of the prize list was given because that year the funds of the Society had been so largely drawn upon to pay for fencing the grounds. By the way, the people of the early



GEORGE ROBINSON.
The oldest Wholesale Merchant in London.



PHILIP MACKENZIE.
One of the oldest Loan Society Directors in London.

purposes. The fact is worthy of note mainly as an indication of the nature of the soil in the immediate vicinity.

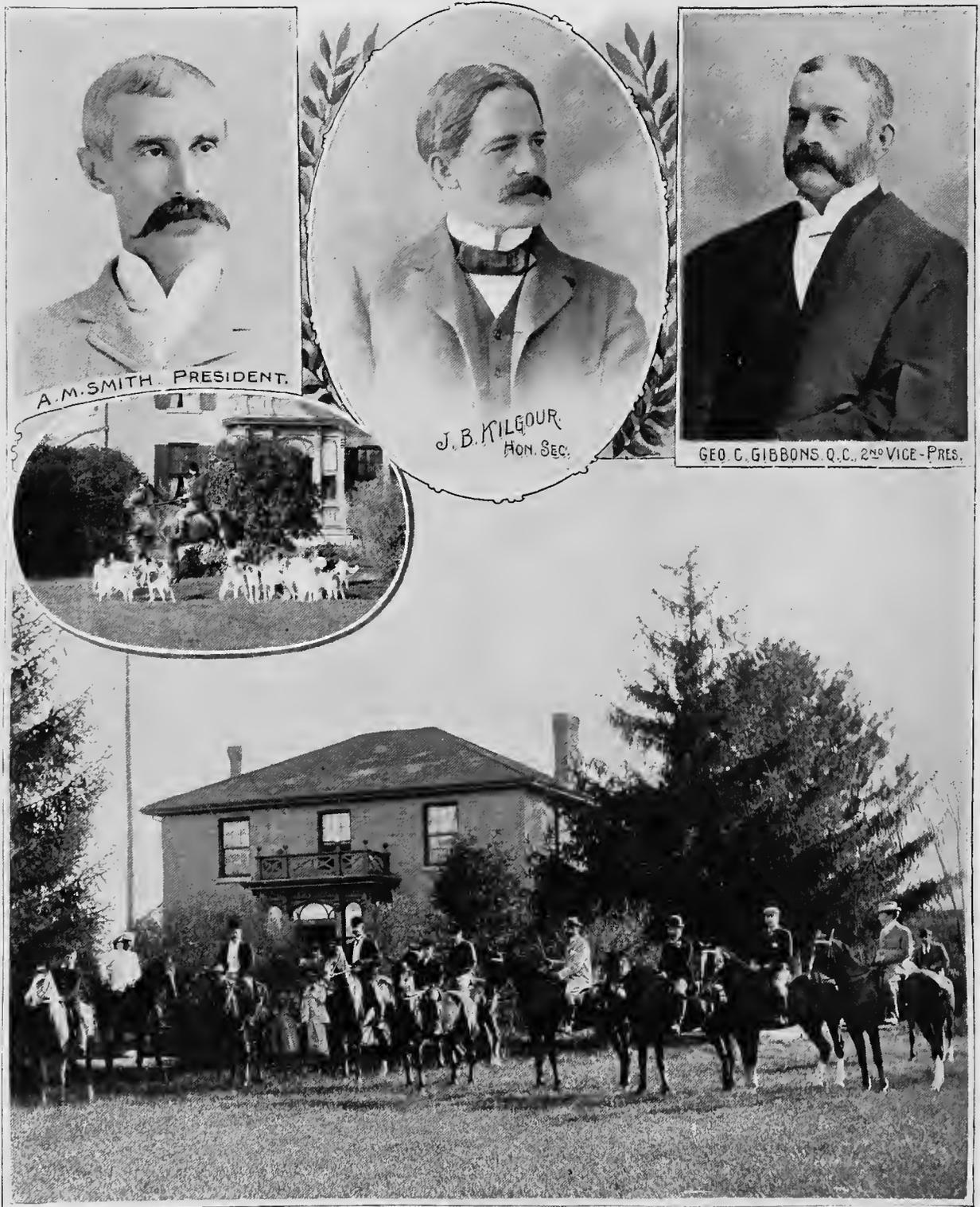
The productiveness of the surrounding country naturally enough suggested an exhibition to the pioneers, and those of us who visit the Western Fair of to-day have much reason to heed well the advice of old, "Despise not the day of small things," as we consider the development of this institution from its beginning. While London was yet a hamlet, an agricultural association had sprung up in the surrounding country, and its first exhibitions were held on the court-house square. The date of the first is not ascertainable, but it was certainly as early as 1833, and possibly before. In 1844 the eleventh show of the London District Agri-

days of exhibitions offered prizes for "the best and cheapest" implements. This would

seem to give almost arbitrary power to the judges, and perhaps was the beginning of the friction which in later years led manufacturers to agitate for a total abolition of prizes, letting each visitor to the Fair be his own judge. In 1852 the "Horticultural and Mechanical Association of the Town of London" was organized, the first officers being: President, Marcus Holmes; vice-presidents, Geo. W. Harper and John Wanless; secretary, J. C. Meredith; treasurer, John Brown; directors, James Daniell, L. Lawrason, Wm. Rowland, A. Lawrie, Wm. Ross, Elijah Leonard and Joseph Anderson. The Fair of the earlier period seems to have



KERRY, WATSON & CO., WHOLESALE DRUGGISTS.



LONDON HUNT KENNELS, 1897.



T. H. SMALLMAN.
First Vice-President London Hunt,
1899.



ADAM BECK, M. F. H.
On "Longshot," now owned by His Grace
the Duke of Marlborough, England.



DR. JAMES S. NIVEN.
Treasurer London Hunt,
1899.



LT. BURNABY, R. E., on Fanny.
LT. ROMER, 14th REGT., on Moose.

LT. ANDERSON, 83rd REGT., on Murat.
LT. PATTON, R. A., on Francis.

LT. LYSONS, ROYALS, on Red Indian.
LT. WINDHAM, ROYALS, on Wild Boy.

GRAND MILITARY STEEPLECHASE,

At London, Canada West, 9th May, 1843.

STEWARDS: CAPTAIN DAVENPORT, ROYAL REGT. LT. FISHER, R. A. LT. DOUGLAS, 14th REGT.

From a litho. of painting by Lady Alexander; kindly loaned by John Labatt.



THE LONDON HUNT, 1900.



THE LONDON MUTUAL FIRE INSURANCE CO.



A. M. SMITH & CO., WHOLESALE GROCERS.

grown apace and flourished, for soon more room became necessary, and the Fair Grounds were removed to the east end, near Adelaide street. This seems to have been used only one year—1853—for in 1854 the first Provincial Fair was held in London on the lot bounded by Oxford, Talbot and Grosvenor

streets and the river. The main building then erected is still standing, and is used as a storehouse for lumber. Tradition says that thirty thousand people were present on the principal day of the Fair. Those who were present say there was a very large crowd, but thirty thousand people would make



T. F. KINGSMILL'S CARPET WAREHOUSE.



T. F. KINGSMILL.



DOMINION OATMEAL MILLS.



WALTER THOMSON.

several large crowds on that lot. However, making all allowance for the elasticity of figures under such circumstances, there was a very large attendance.

There was a special reason for it. Lord Elgin, the Governor, was announced to be present, and was so. A good deal of feeling existed, owing to the political troubles of the time, and some feared the presence of the Governor would lead to a disturbance.

The late Adam Hope and J. I. Mackenzie drove out as far as Ingersoll to meet him, and endeavored to dissuade him from coming further westward. He persisted, however. Arches had been erected in his honor, and some of these were torn down, but beyond that there was no disorder. When the Provincial Fair returned in 1861, new grounds had been acquired, the Crystal Palace, the pride of those days, standing at the junction of Wellington street and



J. H. GINGE.



W. W. THOMSON.



THE CANADIAN PACKING COMPANY.

Central Avenue. How the lands came to be the property of the city is an interesting tale, not generally known. They were part of the ordinance lands, and Mr. John Carling, as city member, tried to purchase them from the Government for the city. Mr. Vankoughnet, Commissioner of Crown Lands, refused to sell, but offered to make an exchange. The city owned a plot of about twenty-four acres on the Hamilton Road, at the south-west corner of the road leading to the Meadow Lily Mills, and this was offered to the Government in exchange. The report of the valuator, Mr. Emery, father of the present Mr. A. S. Emery, was not such as to cause the Government official to close the deal, and the matter laid in abeyance. In the course of time Mr. Vankoughnet died, and on the removal of the seat of government from Quebec, Mr. Coffin, successor to Mr. Vankoughnet, brought the matter to the attention of Mr. Carling, asking if it could not be closed. That gentleman communicated



"WAVERLEY," RESIDENCE OF T. H. SMALLMAN.



RESIDENCE OF ROBERT WATSON.



RESIDENCE OF DANIEL REGAN.



RESIDENCE OF F. W. COLES.

with the city authorities, with the result that London acquired the land at Mr. Emery's valuation. It proved a lucky transaction in more ways than one. The Fair held

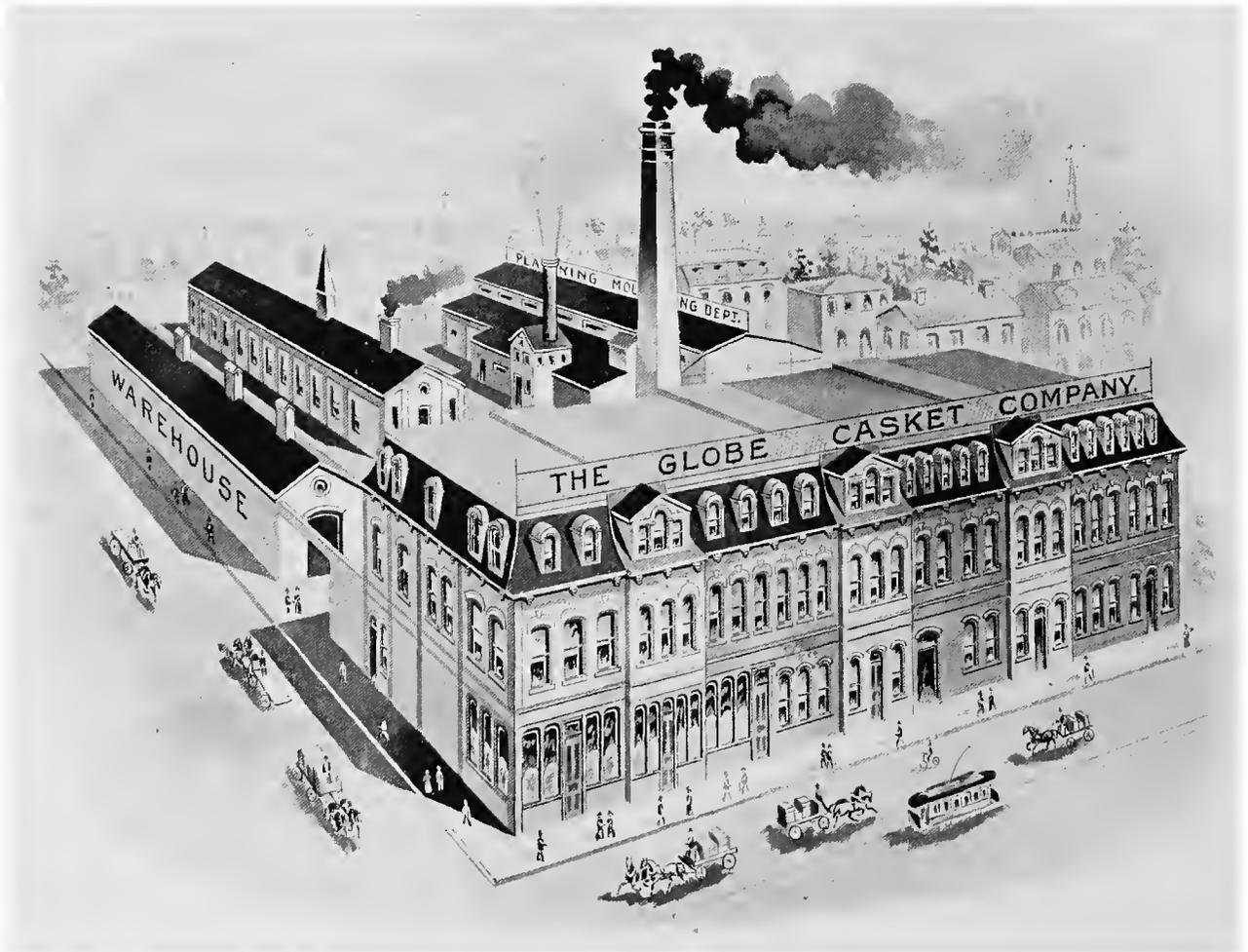
on these grounds proved such a success that the promoters felt that no pent-up London contained their powers. In 1867 the idea of a Western Fair, to which the whole peninsula



ROBERT WATSON.

F. W. COLES.

JOHN FERGUSON.



THE GLOBE CASKET COMPANY.



THE LONDON BOWLING CLUB.



WINNERS OF THE INTERNATIONAL BASEBALL TROPHY, 1877.

J. KNOWDELL.	J. HORNUNG.	W. SPENCE.	E. SOMERVILLE.
F. GOLDSMITH.	R. SOUTHAM.	PHIL. POWERS.	M. DINNEN.
			HERMAN DOESCHER.

should be tributary, was broached. The East Middlesex Agricultural Society and the City Horticultural Society fell in eagerly with the plan, and it was carried into effect the following year. Just

the grounds should be sold. The Council refused, or rather neglected, to carry out the wishes of the people, and indeed it was not till five years afterwards that a portion of the grounds was sold. This placed the Fair directors in an awkward place. The remaining



JOHN M. DILLON.
President W. O. C. T. A.,
1895-96.



WILLIAM GRAY.
President W. O. C. T. A.,
1897-98-99.



WILLIAM L. UNDERWOOD.
President W. O. C. T. A.,
1900.

exactly who mooted the project cannot definitely be stated. The suggestion was made casually in the course of a conversation between Mr. John Campbell and the late Messrs. J. M. Cousins and W. Y. Brunton, as they stood in a group on the grounds watching the surging crowd. The idea was quickly seized, with what result we know. The record of the Fair is one of continued success, though all has not been plain sailing. In 1874 the City Council resolved to sell the Fair grounds, but afterwards rescinded the motion. The agitation for the sale was continued, however, and the question being left to the ratepayers, they in 1880 decided by a majority of 93 that

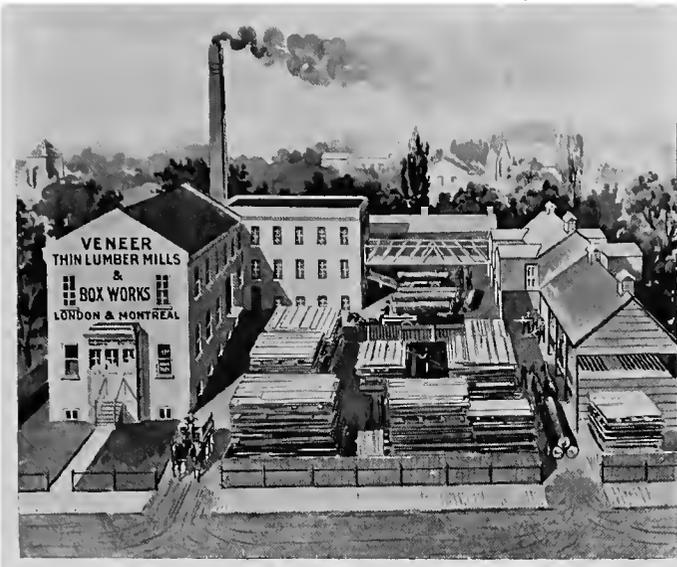
portion of the site was too small, but, securing the Drill Shed and ordinance lands, and fencing in Great Market street (now Central



THE DOMINION SAVINGS AND INVESTMENT SOCIETY.

Avenue), very passable grounds and buildings were obtained, and the makeshift Fair passed off to the satisfaction of all concerned. The following year saw the institution on a new basis. The city had in the meantime become the owner of what is now known as Queen's Park, then called "Salter's Grove." The Council advanced funds to the amount of \$70,000, new buildings were erected, and

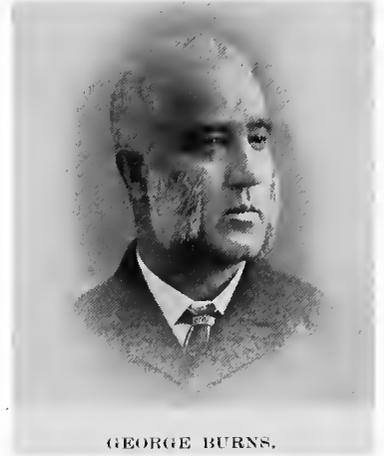
the present Fair site became an accomplished fact. It is far and away the best the Fair directors have ever controlled. The main



ADAM BECK'S VENEER AND THIN LUMBER SAWMILLS AND BOX WORKS.

building is 200 x 80, and cost about \$25,000. Railway sidings run to the site on one side, and electric cars enter the grounds on the other. The cattle sheds are the best in the Province. Wm. McBride was the secretary of the Western Fair till his death at the foundering of the Victoria in 1881, when he was succeeded by George McBroom, who held office for eight years. T. A. Browne then filled the position acceptably till the year 1899, when, the Dominion Government hav-

ing appointed him postmaster, he resigned, and J. A. Nelles was elected to and still holds the office. In the early days the office of president was rarely or never held more than one year, but Capt. A. W. Porte continuously held that office from 1887 till his removal to Toronto in 1897, when Col. Leys was elected. He held the office only one year, Col. Gartshore being elected in 1898 and again in 1899 - 1900. Previous presidents had been as follows:



GEORGE BURNS, Collector of Customs.

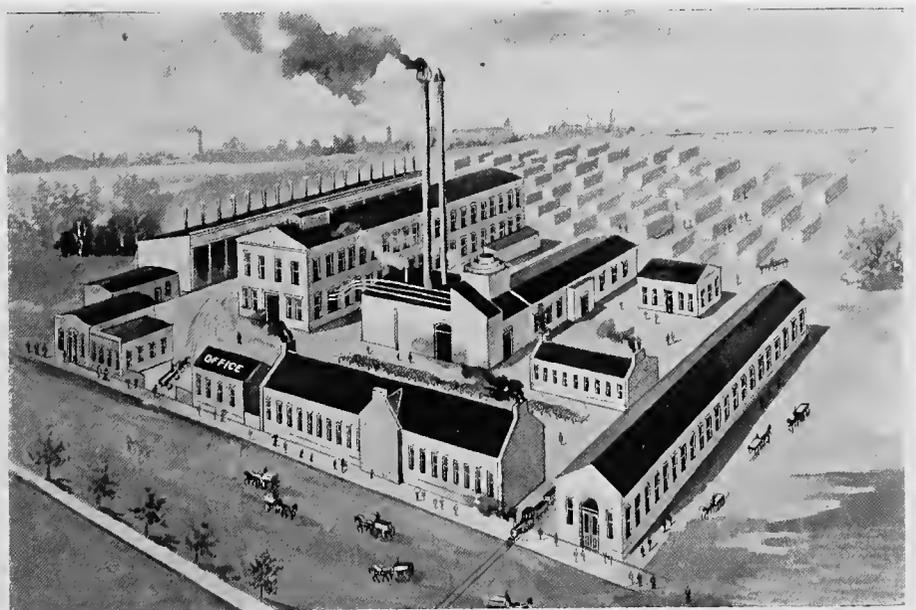
1868, Jas. Johnson; 1870, Jas. Johnson; 1871, Richard Tooley; 1872, Wm. Saunders; 1874, Jas. Johnson; 1875, John H. Griffiths; 1876, A. S. Emery; 1878, Joseph Johnson; 1879, And. McCormick; 1880, George Douglas; 1882, John Plummer; 1883, John Kennedy; 1884, E. R. Robinson; 1886, Richard Whetter; 1887-96, A. W. Porte. In the years the dates of which are missing the Western Fair gave place to the Provincial. A special feature of the Western Fair of late years has been



J. N. FORRESTAL.



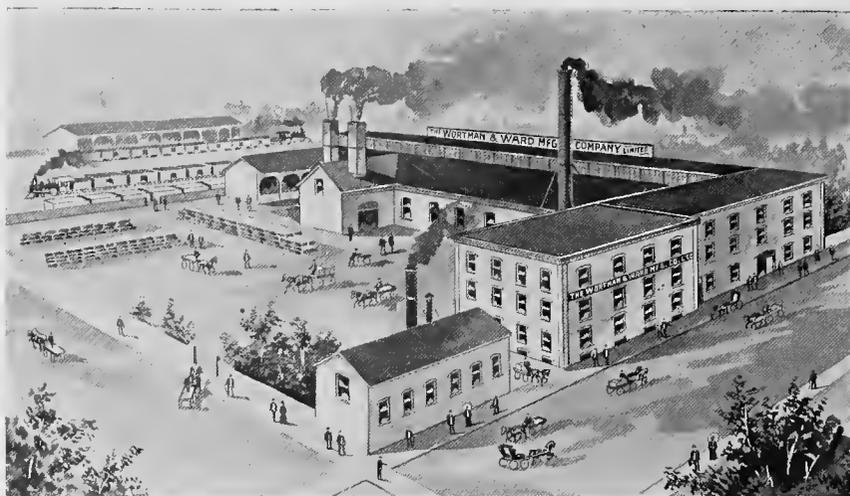
T. R. PARKER.



THE LONDON AND PETROLIA BARREL CO.



WM. H. WORTMAN.



THE WORTMAN & WARD MANUFACTURING COMPANY.

what is known as the "attractions" — diversified performances alternating with the speeding of the horses. These have been under the superintendence of Mr. W. J. Reid, and have added greatly to the receipts of the Fair Board and enhanced the pleasure of the spectators.

A fair test of commercial progress is to be found in the post-office returns, and as such, a few figures may be taken as showing London's development. These, however, are not to be taken as the full measure of the progress of the city, for

the reason that they represent the business done at the London Post Office proper. There are six other offices within the city limits. These can scarcely be described as branch offices, inasmuch as all were in existence

before they were included in the bounds of London city. They are rather subsidiary offices, to invent a phrase, and consist of London East, Ealing, London South, Kensington, Petersville, and St. James' Park. London had been a settlement three years before, in 1829, it boasted of any post office,



GORMAN, ECKERT & CO.



WM. GORMAN.



R. C. ECKERT.

and the first one was so inconveniently situated that it was fairly regarded as "out in the woods." It was a log house situated on North street, as near as can be calculated where the jog at present exists on the northern boundary of the grounds of the Convent of the Sacred Heart. Major Chas. Schofield was the first postmaster, being succeeded by G. J. Goodhue, who held the office, save for a short period when John Harris acted temporarily, till 1852, when L. Lawless was appointed, and continued in the position till his superannuation in 1880. The late R. J. C. Dawson succeeded. He had been connected with the office in one capacity or another since the appointment of Lawless as postmaster, and held the position till

July 1, 1899, when he was superannuated and succeeded by the present incumbent, Mr. Thos. A. Browne. Mr. Dawson died and was buried in London, England, in September, 1900. The assistant postmaster, J. D. Sharman, has



TRIMWOOD
RESIDENCE OF MRS. M. B. COLLIER



WINDSOR, ONT.
SUMMER RESIDENCE
OF D. S. PERRIN



RESIDENCE OF P. W. D. BRODRICK



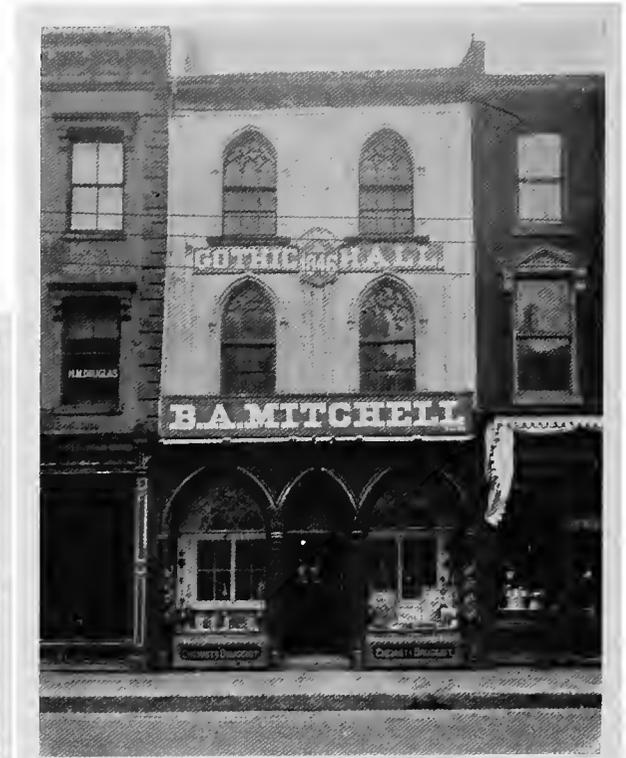
RESIDENCE OF JUDGE W. ELLIOT



RESIDENCE OF G. F. B. LEYS

been in the office since 1859. The inconvenient position of the post office in early days led to a petition to the Government, which resulted in its transference to Goodhue's store, in the commercial district at the intersection of Dundas and Ridout streets. At the beginning there was but one mail arriving and departing each week. Now the number is practically countless, and there is one hour in each day in which no less than forty-five mails are made up, while every hour the process is going on. Shortly after the establishment of the post office, John Nichols began on his own account, with the Government's sanction, a system of postal delivery, charging one penny for letters and a half-penny for papers. This he continued till 1876, when regular carriers were

appointed and the free delivery of mail matter was inaugurated. From year to year since, this system has been amplified, till now all portions of the city are served with a semi-daily delivery, while in the commercial districts there are four and five deliveries each day. As the business center of the place



B. A. MITCHELL'S DRUG STORE.
Dundas Street.



B. A. MITCHELL.
The oldest Retail Merchant in London.

changed, the post office was removed to Richmond street, next door south of present site, where it continued till 1860, when the new office, which had been in the course of erection for two years, was taken possession of. Ten years later extensive additions were made, which have been still further added to during



THE TECUMSEH HOUSE.



THE LATE WM. DUFFIELD.
President City Gas Co.



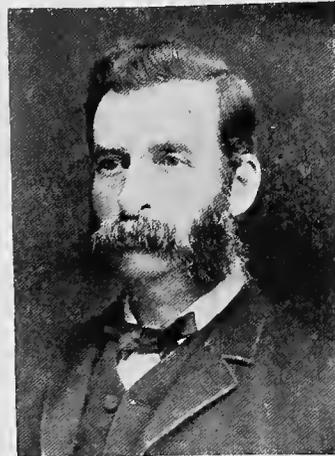
THE FOREST CITY CURLING CLUB.

- | | | | | | | | | | | |
|------------------|------------------|---------------|------------------|-----------------|--------------------------|--------------------|--------------|-----------------------|------------------|------------|
| C. M. R. GRAHAM. | J. W. MCINTOSH. | J. H. DEEKS. | WALTER BARLETT. | ROBT. REID, JR. | J. B. McKILLOP. | J. M. McWHISNEY. | C. STERLING. | J. CARRIE. | C. H. TCNE. | A. TALBOT. |
| C. S. HYMAN. | S. SFEVELY. | W. T. STRONG. | JAMES MATTINSON. | C. KEENLEYSIDE. | THE LATE ROBT. REID, SR. | COL. JOHN McBERTH. | L. McDONALD. | R. INGLIS. | H. S. BLACKBURN. | |
| | ED. J. MAST RET. | | CHAS. H. WARD. | | ALEX. GUILLEAN. | | | THE LATE C. W. DAVIS. | | |



THE FREE PRESS OFFICE.
Richmond Street.

ing the matter handled to have increased to 1,637,989 letters and 874,505 newspapers. There were mailed during 1898, 3,194,816 letters, 654,100 post cards, 1,288,352 newspapers, and 33,565 parcels (of which 412 were foreign), the value of the latter being \$101,914. Each one of these items (the year closing in March)



THE LATE JOSIAH BLACKBURN.
"Free Press."

showed an increase in 1899, the figures for the year being: Letters, 3,335,500; post cards, 665,490; newspapers, 1,740,960; parcels, 40,612, 728 of these being foreign and the value \$106,428. The money-order branch of the London Post Office, as might naturally be expected in such a commercial

the present year. In the early '60's the revenue of the post office ran about \$12,000 per annum. From that time on there were gradual increases. For the period 1876-86 the average annual revenue was \$35,000, ranging from \$28,000 to \$44,000 in round numbers. In 1887 the revenue reached \$46,000, and \$47,000 the following year. Since that period the annual revenue has been, omitting the odd cents:

1889, \$51,500;
1890, \$51,700;
1891, \$54,387;
1892, \$56,203;
1893, \$58,264;
1894, \$58,910;
the return for 1895 showing in the neighborhood of \$60,000. In the delivery department in 1897 there were handled 1,573,827 letters and 831,046 newspapers, the succeeding year (1898) show-



THE LATE WM. CAMERON.
"Advertiser."



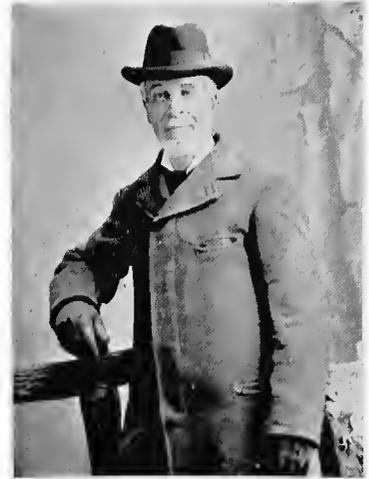
THE ADVERTISER OFFICE.
Richmond Street.



THE LONDON DAILY NEWS.

and the increase in weight of letters, has no doubt decreased the revenue, but notwithstanding this, London's revenue has gone on increasing. The fact is very gratifying, and is a sure sign of progress. But we must remember that London is the commercial and social center of a million English-speaking people, occupying a territory where illiteracy is at the lowest point.

Newspapers and commerce go hand in hand, and London was not long without its newspaper. It was either in 1830 or 1831 that Edward Allan Talbot first began the publication of the Sun — a small-sized four-page paper. It was at first neutral in politics, but afterwards fell in line with the Conservative party. This was the first newspaper published west of Hamilton. In 1835, Thomas and Benjamin Hodkinson came to London from Port Burwell, and established a weekly newspaper entitled the London Gazette. In 1836 a Mr. Edward Gratton came to London, and published a small newspaper, entitled the London Times, for a few months. In the spring of 1873, George Washington Busted, an Irishman, came from the City of New York

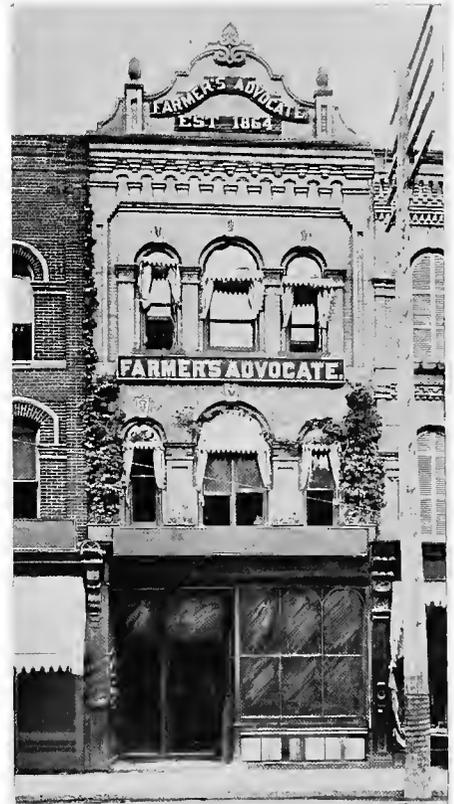


JOHN SIDDONS.
Oldest Editor in London.

center, is a most important department. During the year 1898 there were 7,470 orders issued, of the value of \$72,965, and orders paid to the value of \$439,322. The value of stamps sold during the same year was \$120,270. The amount received on deposit in 1898 was \$115,364, as against \$104,008 in 1897. In reference to the postal revenue there is a point that should not be overlooked, and that is the lowering of the cost of postage. The introduction of postal cards,



THE LATE WILLIAM WELD.
"Farmer's Advocate."



THE FARMER'S ADVOCATE AND
HOME MAGAZINE OFFICE, 1897.



KETTLE CREEK BRIDGE, ON L. E. & D. R. RAILWAY — LENGTH 613 FEET, HEIGHT 73 FEET.



THE LAKE ERIE & DETROIT RIVER RAILROAD STATION, PORT STANLEY.



MILL CREEK BRIDGE, ON L. E. & D. R. RAILWAY — LENGTH 547 FEET 8 INCHES, HEIGHT 76 FEET.

and commenced the publication of the True Patriot, a strong Conservative newspaper. It survived but a very few months. In 1836 a few ardent Reformers in London purchased a printing press, and induced Edward Allan Talbot to again enter the field as a public journalist. The paper was intended to denounce Sir Francis Bond Head, the then Governor, and all his supporters. At that particular time the greater portion of the reading Liberals were supporters of the St. Thomas Liberal, edited by John Talbot; consequently, the new London paper, the Freeman's Journal, died for want of support. In 1840 the two Hackstafs established a Reform paper, the Inquirer. That paper lived for several years. In 1844, Lemon & Hart issued the Times. This later on became the

property of J. Cowley, who published it in 1818. George Brown published the Western Globe in 1845, but it was printed at Toronto and sent to London for distribution. In 1848, J. R. Lovell published the Gospel Messenger. In the following year, 1849, an official town crier was appointed by the council, so we may assume that newspaper advertising was still undeveloped. The official was W. Williams, and he continued his office till his death a few years ago. He rang a bell at prominent corners, and proclaimed auction sales, stray cattle, town meetings, entertainments,

lost children, etc. The fact that he began his announcements with the old Saxon formula, "Oyez! Oyez! Oyez!" and invariably closed with "God Save the Queen!" used to excite mild amusement in later years, but it was probably an official formality when he was first appointed. Latter-day officers, whose



LINE, M'DONALD & CO., CIGAR MANUFACTURERS.



R. & G. PRITCHARD, GRAIN DEALERS.



A. B. GREER'S CARRIAGE FACTORY.

CITY OF LONDON,



RESIDENCE OF J. H. GINGE.

delicacy of ear exceeds their erudition, have perverted the "Oyez" into "Oh! yes!" But this by the way. Freeman Talbot established the Prototype in 1851. In 1853 he took in John Siddons as a partner, and two years later sold his interest to Marcus Talbot, whose father was editor and proprietor of the Lein-



RESIDENCE OF T. F. KINGSMILL.



ROW OF COTTAGES ON WATERLOO STREET NORTH.



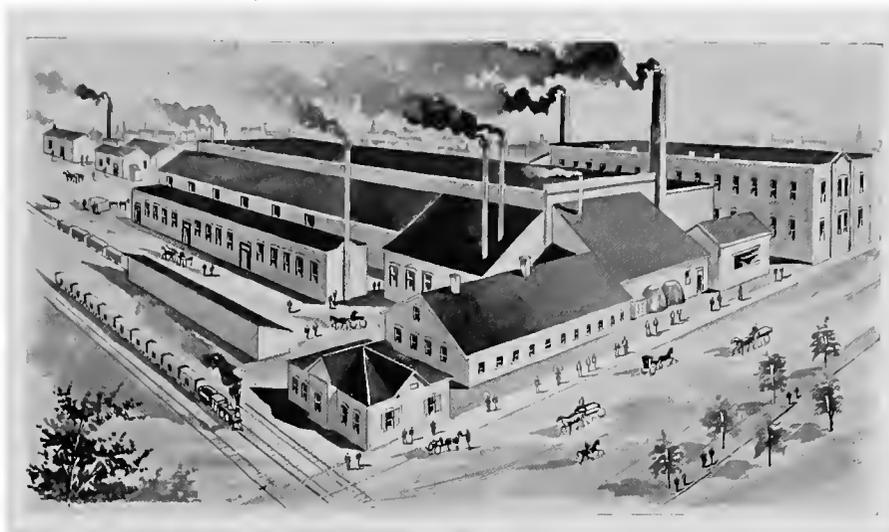
RESIDENCE OF JOSEPH SMITH.

ster Express in Dublin. The first directory of London was published in 1853, and it is interesting to note that in its advertisements there are found the names of nine persons who to-day follow the same occupations in London that they did at that period. They are J. H. Flock, and T. Partridge, junior, lawyers; A. G. Smyth and F. B. Beddome, insurance agents; John Law, brassworker; John Campbell,



RESIDENCE OF J. D. SHARMAN.

carriagemaker; B. A. Mitchell, druggist; Wm. Dewey, gold and silver smith, and E. Yealland, merchant tailor. Geo. Railton was the publisher of the first directory. A second one in 1856 was printed at the office of the Atlas, opposite the City Hall, Hunter & Culbert being the proprietors. In 1857 the Atlas seems to have dropped out of existence, leaving the newspaper field to the Prototype, the Free Press (J. & S. Blackburn), and the



THE CANADA CHEMICAL MANUFACTURING COMPANY (LIMITED).



JOHN LAW.



JOHN LAW'S BELL AND BRASS WORKS.

four months. In 1887, W. W. Butcher started the Speaker, and Paul & Harris the Evening Times. None of these ventures lived half a year. The News is the latest addition to the newspaper list of London. It was established in June, 1896. There have been many changes in the staff. C. B. Keenleyside is now managing-director. The initial number of the Free Press was printed from a

Herald, owned by A. Lepsy. This latter soon went over to the majority, and the Prototype was conducted for many years by John Sidons, till recently of the customs service, but now superannuated and residing in Sarnia, and later under the name of the Herald, by Colonel Dawson, now of the militia service. In 1877, E. E. Shepherd and W. Westlake began the Standard, which lived



JOHN CAMPBELL & SON'S CARRIAGE WORKS.

plant that had previously been used on one of the papers that had, prior to the troubles



THE LONDON PRINTING & LITHOGRAPHING COMPANY (LIMITED).

of 1836-7, been strong, not to say bitter, in denunciation of the "Family Compact." It was published at St. Thomas. The plant fell into disuse, and Thos. Parke, being about to become parliamentary candidate, shortly afterwards bought it and had it removed to London. He in turn sold it to a man named Hartstaff, or Harkstaff, from whom it was purchased by W. Sutherland in 1849. He started the Free Press, and, after conducting it for a time, sold out to Josiah Blackburn in 1852. Three years later the paper was made a daily. The firm for many years was composed of that gentleman and his brother, Stephen Blackburn, but with increasing business it was transformed into a joint stock company, which it remains. Mr. Josiah Blackburn (now deceased) was for

many years chief editorial writer on the Quebec Chronicle, and on the starting of the Toronto Mail he was selected as chief of



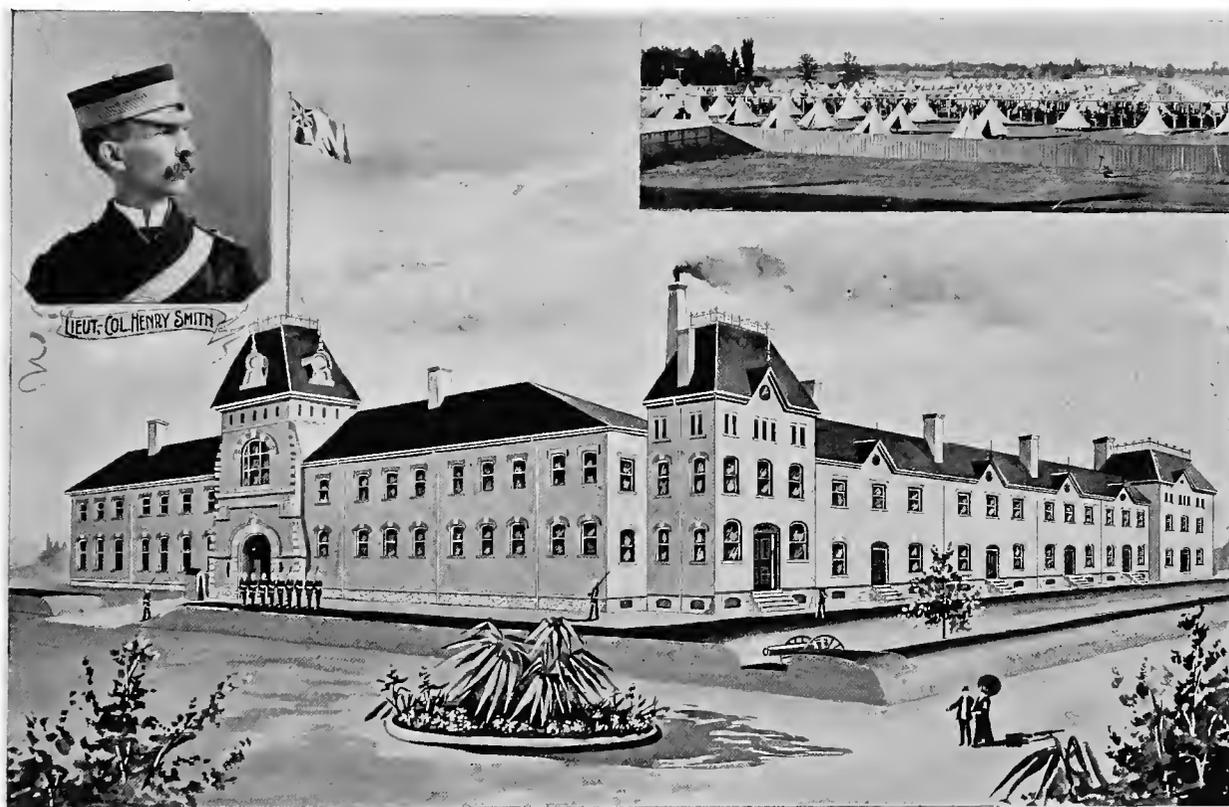
LONDON ELECTRIC LIGHT WORKS.

the staff of that paper, which position he retained for a length of time, when he returned to the Free Press, which is now, though still a joint stock company, controlled by his sons, Walter and Arthur Blackburn. The Advertiser was founded in 1863 by John Cameron, its present head. Rev. J. H. Robinson had an office, where the Evangelical Witness was published and job printing carried on. Early in the '60's Thomas Evans was in charge of this office, and published the News, of which the late W. G. Moncrieff was the editor. It failed in 1863, and the management of the office was given by Mr. Robinson to John Cameron. He soon began the publication of the Advertiser, the first number being issued on October 28, 1863. At the start it was non-political, but later espoused the Reform cause. The late Wm.

remains. Within the past few weeks the company has been re-organized, and now consists of T. H. Purdom, Q. C.; Hon. David Mills, Q. C.; John Cameron, R. D. Miller, and Alex. Purdom. Early in the '70's the pro-



LT.-COL. HOLMES, D. A. G.



WOLSELEY BARRACKS—MILITARY SCHOOL.

Cameron afterwards became a partner, as also did W. J. McIntosh. The former died in 1884, and the latter withdrew to become clerk of the Division Court in 1881. In the meantime the partnership had been changed to a joint stock company, which it still

prietors of the Advertiser established a paper called the Liberal, in Toronto, but it was dropped after a few weeks as an unsuccessful venture. After the retirement of Gordon Brown from the managing editorship of the Toronto Globe, John Cameron took his place,

Hon. David Mills becoming political editor of the Advertiser; but at the end of his term of engagement Mr. Cameron returned to the Advertiser, his interest in which he had retained in the meantime. The earliest record of newspaper prices appears in an advertisement of the Prototype in 1856. It was then a semi-weekly, and the subscription price was 12s. 6d. if paid in advance, or 15s. if not so paid.

Two successful denominational papers have been published in London—the Evangelical Witness and the Catholic Record. The former was a well-written sheet, and continued to be an able organ of the New Connexion body (with the late Rev. J. H. Robinson and the late Rev. David Savage as editors) up till the union of the various Methodist bodies, when its special field ceased to exist. The Catholic Record was started in 1878 by Walter Locke; the present proprietor, Thos. Coffey, soon afterwards coming into possession. It is firm support of Catholic principles, but dignified and



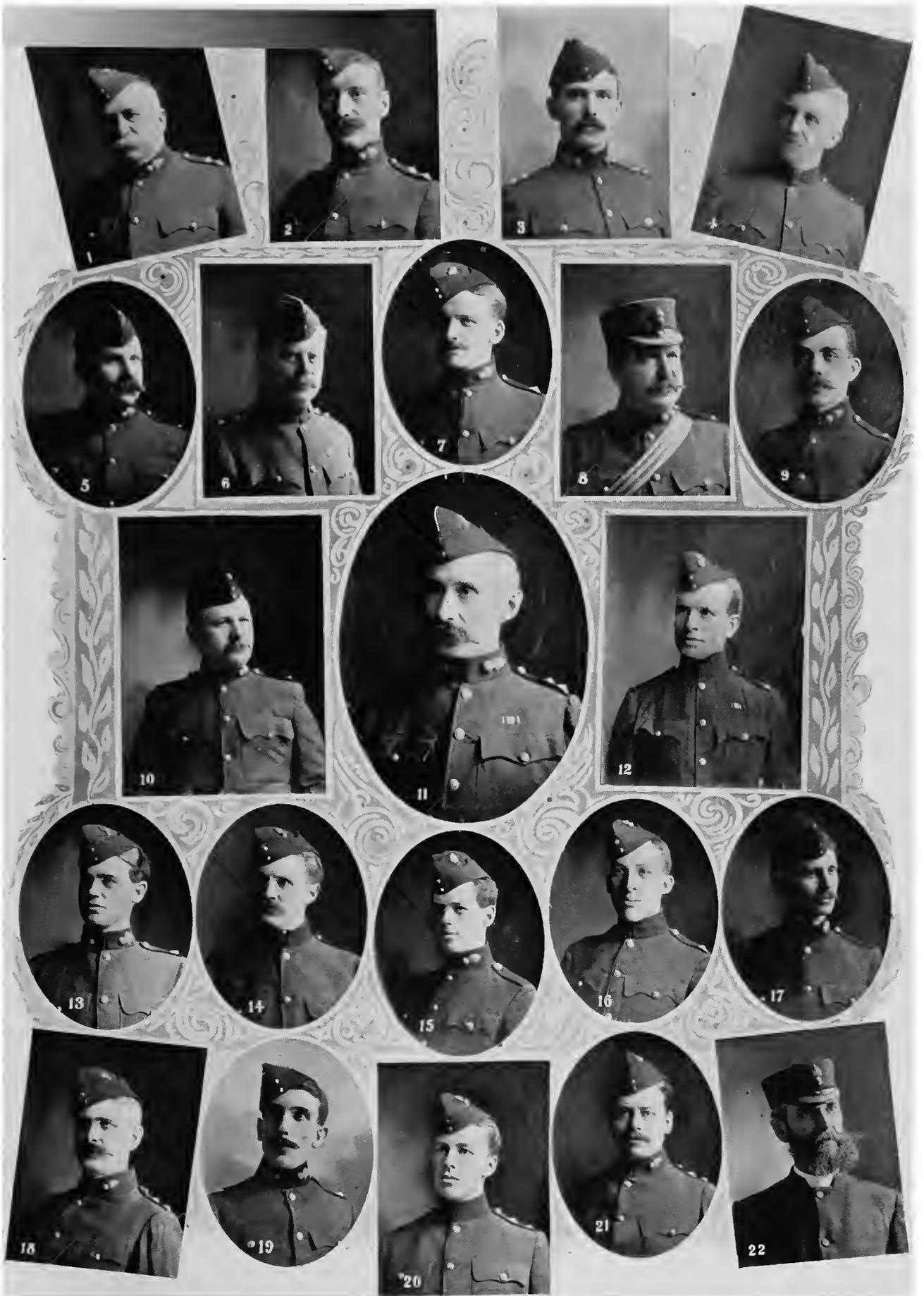
LT.-COL. W. M. GARTSHORE.
Commanding No. 1 District, First Hussars.

courteous in its utterances. The Industrial Banner is the organ of the Trades and Labor Council. The Farmer's Advocate was started early in the '60's by William Weld, and is now published by a company bearing the name of the founder, whose son, Mr. John Weld, is the manager. It is the only purely agricultural journal founded in Canada that has achieved lasting success. The Canadian Entomologist, a monthly magazine devoted to the interests of entomology, is also published in London. It is issued under the auspices of the Entomological Society of Ontario, and has a wide scope of usefulness in its particular field

of labor. This journal dates back to the year 1868, Rev. C. J. S. Bethune being editor from its inception till 1873. Dr. Wm. Saunders was the next editor, filling that position till 1886, when Rev. Dr. Bethune again assumed the duties, and has continued in the position to the present time. The present officers of the Entomological Society are: President, Rev. T. W. Fyles, of South



OFFICERS OF "A" SQUADRON, FIRST HUSSARS, LONDON.
CAPT. A. A. BOOKER. LIEUT. ST. CLAIR BALFOUR. LIEUT. J. WELD. LIEUT. A. T. B. LAYBORN.



OFFICERS OF THE SEVENTH BATTALION, LONDON, 1900.

- | | | | | |
|---------------------------------|-------------------------------|---------------------------------------|------------------------------------|--|
| 1. CAPT. W. J. REID, Paymaster. | 6. CAPT. JOHN GRAHAM. | 11. LT.-COL. A. M. SMITH, Commanding. | 16. LT. H. C. BECHER. | 20. CAPT. F. A. REID. |
| 2. CAPT. H. A. KINGSMILL. | 7. LT. A. T. LITTLE. | 12. MAJOR H. CRONYN. | 17. 2ND LT. G. A. BENTLEY. | 21. LT. W. SPITAL. |
| 3. CAPT. W. S. SMITH. | 8. SURGEON-MAJOR J. M. PIPER. | 13. LT. J. S. BROWN. | 18. CAPT. A. A. CAMPBELL. | 22. REV. VEN. ARCHDEACON E. DAVIS, Chaplain. |
| 4. MAJOR G. W. HAYES. | 9. LT. W. J. TAYLOR. | 14. 2ND LT. W. WANLESS. | 19. LT. W. A. MCCRIMMON, Adjutant. | |
| 5. 2ND LT. T. J. MURPHY. | 10. MAJOR J. W. LITTLE. | 15. 2ND LT. F. H. SCREATOR. | | |



SKEFFINGTON ELLIOT.

Aged 26, a son of Judge Wm. Elliot; killed at Duck Lake, in the encounter with Riel's forces, on 26th March, 1885. His body was brought to London, and was given a public funeral.



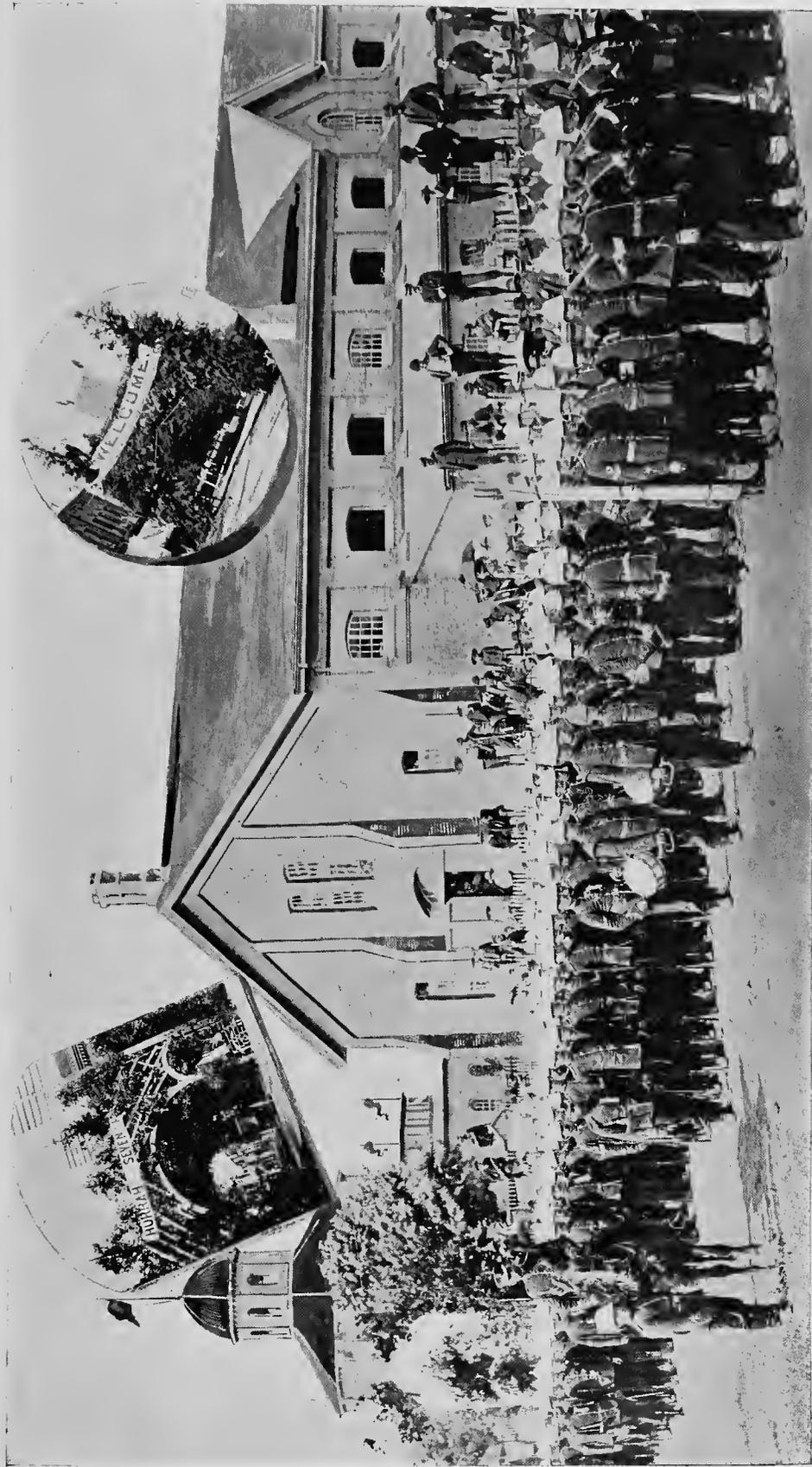
"THE LAST GAP."

Non-Coms. of the Seventh Battalion, before the Drill Shed, on return from Clark's Crossing.

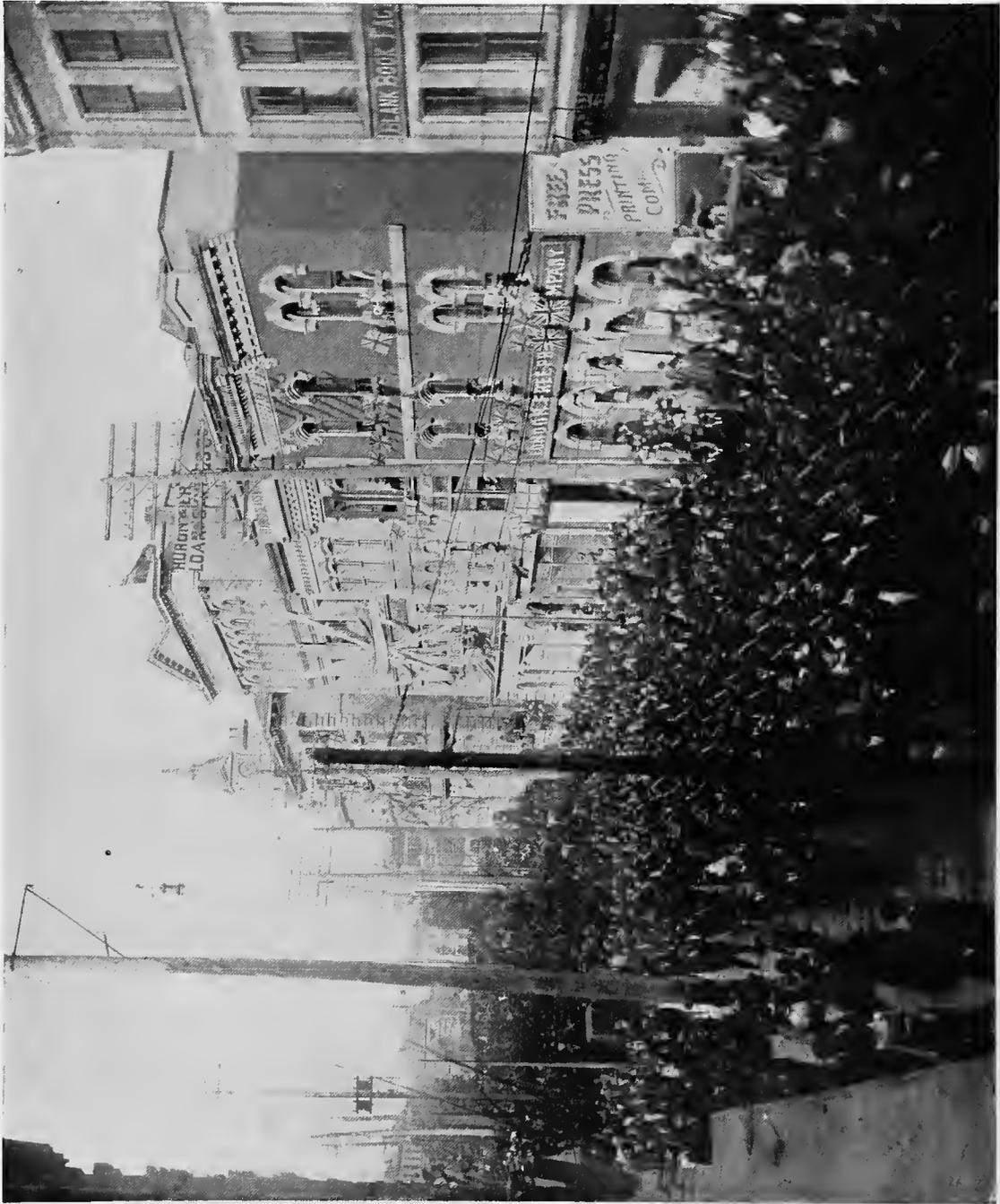


OFFICERS OF THE SEVENTH BATTALION AT CLARK'S CROSSING, 1885.

- 1. LT. A. S. CHISHOLM; 2. LT. J. HESKETH; 3. CAPT. DILLON; 4. LT. HENRY PAYNE; 5. CAPT. THOS. BEATTIE; 6. LT. J. K. H. POPPE; 7. SURGEON-MAJOR DR. FRASER; 8. CAPT. ED. MAC-KENZIE; 9. CAPT. W. GREGG; 10. LT. S. A. JONES; 11. MAJOR A. M. SMITH; 12. LT.-COL. WILLIAMS; 13. MAJOR W. M. GARTSHORE; 14. CAPT. C. B. COX; 15. CAPT. F. PETERS; 16. CAPT. THOS. TRACEY; 17. CAPT. GEO. M. REID; 18. CHAPLAIN REV. W. S. BALL; 19. MAJOR D. MACMILLAN; 20. SURGEON-CAPT. DR. NIVEN; 21. LT. C. BAZAN; 22. LT. A. CAMPBELL; 23. QUARTERMASTER J. B. SMYTH; 24. CAPT. F. H. BOTLER; 25. LT. H. BAPTY.



RETURN OF THE SEVENTH BATTALION FROM THE NORTHWEST, 1885.



“B” COMPANY — PASSING FREE PRESS OFFICE — FIRST CONTINGENT FOR SOUTH AFRICA, OCTOBER 25, 1899.



LONDON BOYS — "B" COMPANY, ROYAL CANADIAN REGIMENT — FIRST CONTINGENT FOR SOUTH AFRICA.

- | | | | |
|-------------------|----------------------------|----------------------|-----------------------|
| 1. H. R. DONAGHY. | 13. W. H. CHAPMAN. | 23. C. D. McLAREN. | 28. G. W. WOODLIFFE. |
| 2. WM. G. ADAMS.† | 14. W. H. WOODYATT. | 24. F. G. W. FLOYD.* | 29. W. G. REED. |
| 3. F. W. HESSEL. | 15. J. T. HENNESSY. | 25. C. REDGE. | 30. A. E. COLE. |
| 4. F. J. COLES. | 16. W. WEST. | 26. G. TAYLOR. | 31. A. H. WHEATCROFT. |
| 5. JAMES HERRICK. | 17. J. A. DUNNIGAN.* | 27. J. C. HULL. | 32. W. J. BURNS. |
| 6. C. GREEN. | 18. A. W. WOODWARD. | | |
| | 19. G. GRAHAM, St. Mary's. | | |
| | 20. F. W. TURNER. | | |
| | 21. P. DELMER. | | |
| | 22. A. E. WARDELL. | | |

* Killed in action. † Died of enteric fever.



LONDON BOYS FOR SOUTH AFRICA.

"B" COMPANY, ROYAL CANADIAN REGIMENT—FIRST CONTINGENT.

- | | | | |
|---------------------|---------------------|-----------------|----------------------------|
| 1. CAPT. D. STUART. | 6. A. E. BURWELL. | 10. J. B. DUFF. | 13. T. J. PINEL. |
| 3. A. MCMURCHY. | 7. P. C. INGAMILLS. | 11. P. BARRETT. | 14. SERGT. G. R. B. SIPPI. |
| 5. W. J. HYMAN. | 9. F. EVANS. | 12. J. DAY. | |

CANADIAN MOUNTED RIFLES—SECOND CONTINGENT.

- | | | | |
|---------------|-------------------|---------------|---------------------|
| 2. W. WRIGHT. | 4. J. RICHARDSON. | 8. E. ARDIEL. | 15. R. H. REYNOLDS. |
|---------------|-------------------|---------------|---------------------|



LONDON BOYS—ROYAL CANADIAN ARTILLERY—FOR SOUTH AFRICA.

- | | | | |
|-----------------------------|--------------------------|------------------------------|--------------------------------|
| 1. A. H. HUME, Sarnia. | 6. R. J. COOGAN. | 11. C. E. MILLS. | 15. C. J. A. LEFROY. |
| 2. J. RAY, Sarnia. | 7. E. R. SHORE, Chatham. | 12. SERGT. B. SHAW-WOOD. | 16. C. G. GARNETT, Delaware. |
| 3. J. A. DONAGHY. | 8. WM. SUTHERLAND. | 13. MAJOR FAIRBANKS | 17. H. COUSE, St. Thomas. |
| 4. G. C. HODSON. | 9. SERGT. J. BARNHILL. | (not in Contingent). | 18. J. W. RANDELL, St. Mary's. |
| 5. V. A. SKIRVING, Chatham. | 10. J. A. BROWN. | 14. C. F. COLTER, Strathroy. | 19. G. A. BARRETT, St. Thomas. |

Quebec; vice-president, Prof. Wm. Lochhead, Guelph; secretary, W. E. Saunders, London; treasurer, J. A. Balkwill, London; librarian and curator, J. Alston Moffat, London. There are also sections for the study of other branches of science connected with the Society, as follows: Microscopical—Dr. Hotson, chairman; Prof. J. H. Bowman, secretary. Botanical—I. Bond, chairman; Elliot Richmond, secretary. Geological—S. Woolverton, chairman; John Law, secretary. Ornithological—W. E. Saunders, chairman; Dr. W. J. Stevenson, secretary.

It may be considered superfluous to recapitulate at any great length the advantages that London possesses as a commercial and industrial center, or as a place of residence. From what has been said in statement of facts the intelligent reader can readily draw his own conclusions. He will have gathered that, in the way of railway accommodation, there is no better distributing point in Canada. Three trunk lines, with an equal number of branches, converge here, while an independent line gives access to the lakes. These facts need only to be mentioned to command the attention of the shipper and of the manufacturer whose raw material must be imported. That they have not been overlooked is seen in the large number of factories and wholesale houses here situated.

The following tables from Government reports are given, not so much for the information of local readers, but to enable investors in foreign parts to form an idea of the merits of London as a city for placing foreign capital for investment:

FINANCIAL STATUS OF LONDON'S BANKS.

NAME OF BANK.	Capital Paid-up.	Reserve or Fund.
Bank of Toronto.....	\$ 2,000,000	\$ 1,800,000
Canadian Bank of Commerce.....	6,000,000	1,000,000
Bank of Montreal.....	12,000,000	6,000,000
Bank of British North America...	4,866,666	1,338,333
Molsons Bank.....	2,000,000	1,400,000
Merchants Bank of Canada.....	6,000,000	3,000,000
	\$32,866,666	\$14,538,333

Two points should be carefully borne in mind. The first is that so many of the wage-earners own their own homes. London is not a city of tenements, but of self-contained residences, and a feature which invariably strikes the casual visitor is the great proportion of trees, well-kept cottages and grounds. London has no slums nor any specially pretentious districts. Fine residences, telling of wealth and taste, may be found in all quarters, but the homes of the workers are alongside. There is no distinct section in which residence is an index of social status. All parts of the city are alike desirable. There are no districts of squalor or haunts of vice. London is, above all things, a city of happy homes. The general conformation of the city guarantees its salubrity. Official statistics show it to be the healthiest city in the Dominion. The high standing of its educational institutions, with the facilities for safe investment of capital, must be attractive to the man who has retired from active business, and many such have made London their abiding-place. In the quaint phrase of the Jubilee hymn, "There's room for many-a more!"



THE LATE COL. SHANLY.
First Colonel of London Field Battery, 1856.

FINANCIAL STATUS OF LONDON'S LOAN AND INVESTMENT COMPANIES.

NAME.	Organized.	Subscribed Capital, 1899.	Paid-up Capital.	Reserve.	Total Assets.
Agricultural Savings & Loan Co.....	May 3, 1872	\$ 630,200	\$ 629,544	\$160,000	\$2,083,852
Birkbeck Loan Co.....	Feb. 11, 1893	108,800	47,767		83,179
Canadian Savings & Loan Co.....	Sept. 2, 1875	750,000	740,139	210,000	1,843,392
Dominion Savings & Investment Society..	Apr. 20, 1872	1,000,000	934,491		2,247,434
Huron & Erie Loan and Savings Co.....	Mar. 18, 1864	3,000,000	1,400,000	750,000	6,519,943
London Loan Co. of Canada.....	May 2, 1877	661,850	661,850	81,000	1,450,253
London and Western Trusts Co.....	Sept. 17, 1896	500,000	100,000		136,232
Ontario Loan & Debenture Co.....	Sept. 26, 1879	2,000,000	1,200,000	480,000	3,963,595
People's Building & Loan Association.....	June 22, 1892	43,700	27,609	2,500	242,434



JUBILEE DAY, 1897 — START OF THE PARADE, DUFFERIN AVENUE.



"THE MARCH PAST."

FIRST HUSSARS — LT.-COL. GARTSHORE. ARTILLERY — MAJOR WILSON. TWENTY-SIXTH BATTALION — LT.-COL. IRWIN. TWENTY-SEVENTH BATTALION — LT.-COL. ELLIS. THIRTY-SECOND BATTALION, LT.-COL. SCOTT.

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