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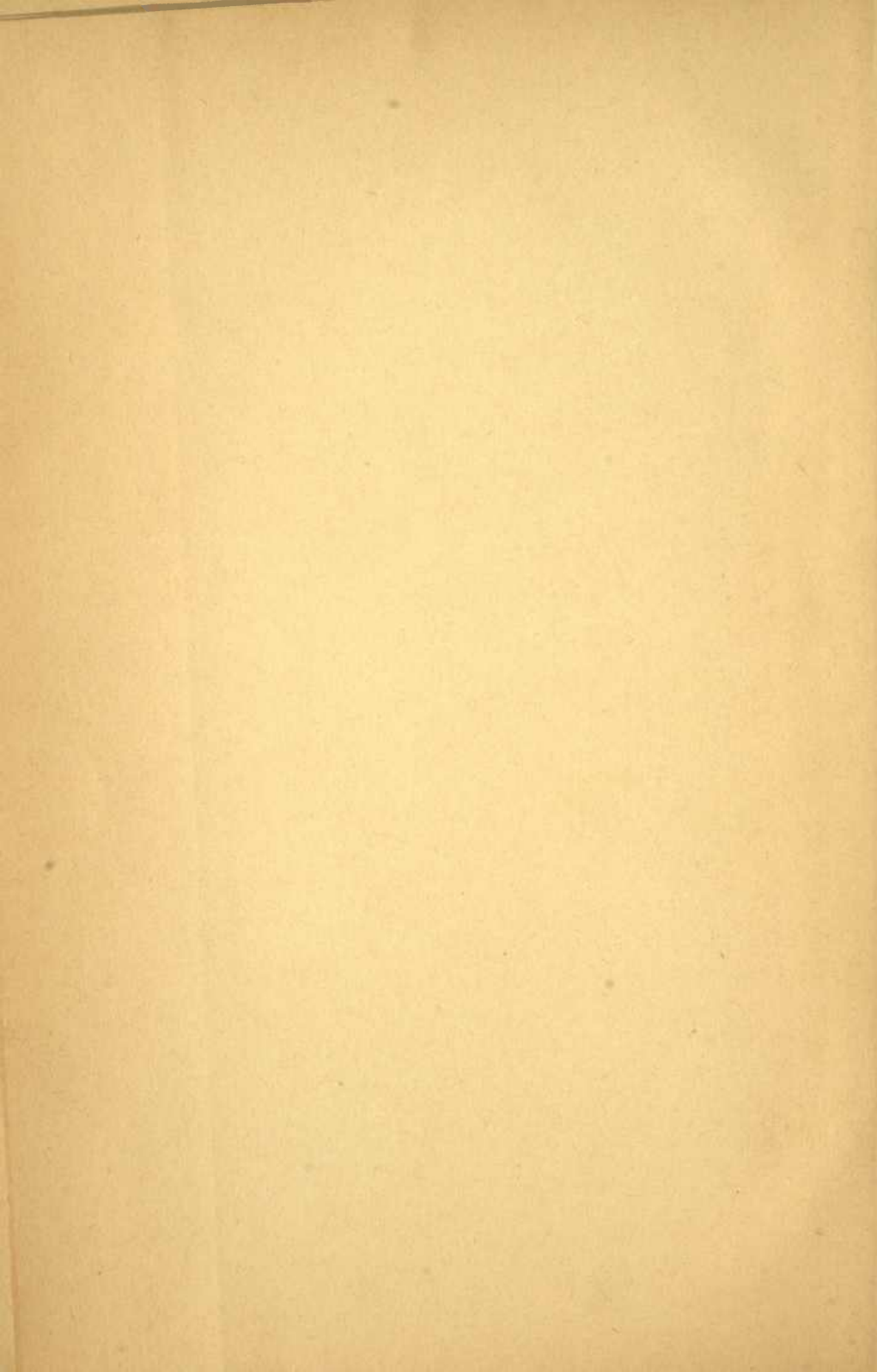
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MAJOR GENERAL JOHN GRAVES SIMCOE,  
FIRST LIEUT. GOVERNOR OF UPPER CANADA.



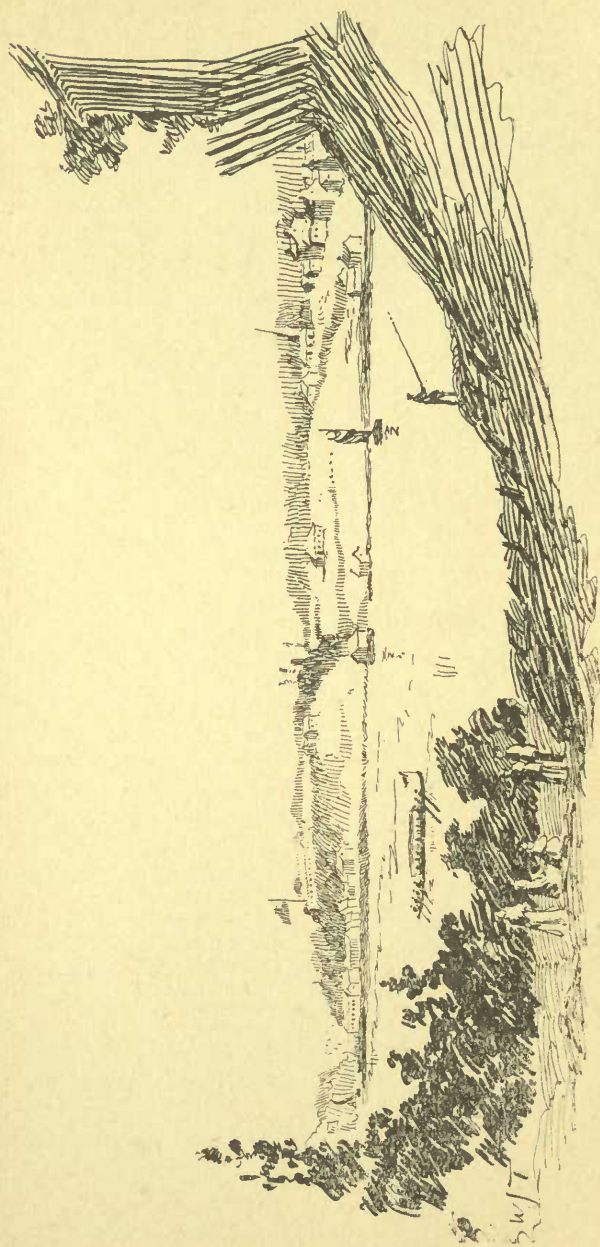




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TORONTO:  
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1896.

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# LANDMARKS OF TORONTO.

## CONTENTS.

	PAGE		PAGE
CHAPTER CXCVI.		CHAPTER CCVII.	
The Fire Brigade of Old—Story of the Toronto Fire Companies from their beginning to the year 1895	563	A Church Street Corner—The Building at the North-west Corner of Church and Adelaide Streets.....	685
CHAPTER CXCVII.		CHAPTER CCVIII.	
Fires From Early Times—A History of Every Fire of any Importance Which has Happened in Toronto Since its Foundation.....	612	The First York Regiment—An Organization of Militia Established here in 1798—Its Officers .....	685
CHAPTER CXCVIII.		CHAPTER CCIX.	
The Registry Office—A Department of the Public Service which has been Moved from Place to Place with Remarkable Frequency.....	672	Newmarket and Sharon—The Region of Upper Yonge Street, With a Full Account of David Willson and His Sect, the Children of Peace .....	686
CHAPTER CXCIX.		CHAPTER CCX.	
Jordan Post's Shop—The Old Watchmaker of York; Early Recollections of a Tall New Englander; His Shop on Duke and King Sts.	673	Upper Yonge Street—The Appearance of the Great Northern Road, With Sketches of Its Early Inhabitants, from Bond's Lake to to the Holland Landing.....	690
CHAPTER CC.		CHAPTER CCXI.	
A Bay Shore Cottage—A House Occupied by Col. H. Coffin, Capt. Phillpotts, Capt. Bonnycastle and Raymond Baby; Sketches of the Men .....	675	The Bay to Hogg's Hollow—Spots of Interest on the Journey up Yonge Street, as Seen in the Early Days of York.....	700
CHAPTER CCI.		CHAPTER CCXII.	
The First Cab in the City—Early History of Public Conveyances and Some of Them Who Drove Them... ..	677	Hogg's Hollow to Bond's Lake—Old Buildings of Upper Yonge Street and Interesting Reminiscences of Its Early Inhabitants.....	709
CHAPTER CCII.		CHAPTER CCXIII.	
The Bright House—The Old Homestead on Queen Street East; Some Reminiscences of a York Pioneer .....	678	The Royal Canadians—Supplementary Details—The Qualifications Required by Candidates of Commissions .....	717
CHAPTER CCIII.		CHAPTER CCXIV.	
The Island Lighthouse—The Building on Grindstone Point, Completed in the year 1808.....	680	Toronto Highlanders—The Original Highland Rifle Company—Its Origin and Its Officers.....	717
CHAPTER CCIV.		CHAPTER CCXV.	
Two Western Piers—Views of the Northern Railway Pier and Queen's Wharf from the East and West.....	680	The Old French Fort—One of the Early Trading Posts—Erected about 1749-50—Known as Fort Rouille—A Very Full Description .....	718
CHAPTER CCV.		CHAPTER CCXVI.	
The Old Pool in the Park—An Artificial Miniature Lake which Once Ornamented the University Grounds .....	683	Toronto Junction Years Ago—A Spot that was well known away back in the Forties—The Western Suburb at It Was and as It Is.....	733
CHAPTER CCVI.		Early Settlers—Early Toronto.....	736
York's First Bazaar—A Piece of Music Composed for and Sung on that Occasion .....	683		

	PAGE		PAGE
CHAPTER CCXVII.		CHAPTER CCXXX.	
The Rangers and Navy Hall—What It Cost in the Days of 1792 to Hut the Famous Queen's Rangers and to Fit Up the Governor's House .....	737	The Old 100th Regiment—A Reminiscence of the Formation of a Regiment that had at one time in it many Canadians .....	774
CHAPTER CCXVIII.		CHAPTER CCXXXI.	
What Simcoe Wrote of York—Its Fitness as an Arsenal—The Proposals to Fortify the Place.....	739	The Third York Militia—Their History and Colours—Prominent Men Who Have Served as Commissioned Officers Therein .....	778
CHAPTER CCXIX.		A Forgotten Factory .....	782
Old Niagara—The Records in the Archives—A Description of Fort Niagara in 1790 .....	741	CHAPTER CCXXXII.	
CHAPTER CCXX.		The Queen's Own Rifles—The Battalion's Story From the Date of its Formation Thirty Odd Years Ago—Its Good Service on Many Fields .....	783
A Provost Marshal in 1777—Miles Prentice and the Judge—An Old Return .....	742	CHAPTER CCXXXIII.	
CHAPTER CCXXI.		The Royal Grenadiers—The Regiment's History—The Formation of the Battalion—The Presentation of the Colours in 1863.....	801
Early Printing—The Centennial of the First Newspaper in Upper Canada—The First Order for Paper and Type .....	743	CHAPTER CCXXXIV.	
CHAPTER CCXXII.		Capitulation of York—The Forces Engaged—Prisoners Who Were Taken—Terms of Surrender—Who Was Responsible? — General Sheaffe's Services .....	807
The Province's Great Seal—An Interesting Memo Respecting the Same, Dated 1792.....	744	CHAPTER CCXXXV.	
The Queen's Rangers .....	744	St. James' Rectory—The Man Who Built It—Its Earlier Purpose—Its Occupants for more than Forty-five Years—The late Dean .....	809
CHAPTER CCXXIII.		CHAPTER CCXXXVI.	
A North-West Corner — Dundas Street Forty Years Ago — A Ramble From Queen Street to the Old Peacock Tavern—Curling—Fort Mackinac .....	745	Front Street of Old—The Gooderham Wharf and Mill—The Fair Ground—Other Notable Buildings—The Old Fort .....	812
CHAPTER CCXXIV.		CHAPTER CCXXXVII.	
Toronto Racecourses—Where Horses Ran in Days of Yore—Patrons of the Royal Sport.....	752	Canadian Lake Navigation—An Account of the First Vessels that Sailed our Inland Waters and of Those Who Manned Them, 1678—1776 .....	815
CHAPTER CCXXV.		CHAPTER CCXXXVIII.	
Mechanics' Institutes—The Growth and Fluctuation of Sentiment in Favour of Free Reading Rooms for the People from 1831 to 1883 .....	756	The War of Independence—A Governmental Harbour Survey—The U. E. Loyalists—1776 to 1809... ..	821
CHAPTER CCXXVI.		CHAPTER CCXXXIX.	
An Early Volunteer Corps and Its Immediate Successors—Conditions of Service and Other Data—The Night Guard and Its Duties.....	760	Six Eventful Years—The first Steam Vessels—The War of 1812 and the Battles on the Lakes—1809-1815.....	834
The Officers of the Old Queen's Rangers Who Settled in Toronto and Their Descendants.....	761	CHAPTER CCXL.	
CHAPTER CCXXVII.		A New Era—Peace Reigns in the Land—Mercantile Enterprise Revives—1815 to 1819.....	841
The Island in the Forties—"The Horse Boat"—Its Owner and His History—Sports and Pastimes of Long Ago .....	762	CHAPTER CCXLI.	
CHAPTER CCXXVIII.		A Progressive Enterprise—The March of Improvement—More Steamers and More Trade—1819 to 1837... ..	849
Lambton and Etobicoke—Fifty Years Since—The Old Mills—Respecting the Gamble, Fisher and Howland Families .....	767		
CHAPTER CCXXIX.			
An Early Industry—For Making Carriages, Reaping Machines and Cabs .....	773		



	PAGE		PAGE
CHAPTER CCXLII.		CHAPTER CCLVI.	
The Rebellion of 1837-38—Events on the Lakes—Captains Drew and Arnold—The Capture of the Caroline .....	867	Canadian Pacific Steamers—The Collingwood and Lake Superior Line—Its Immediate Successor.....	971
CHAPTER CCXLIII.		CHAPTER CCLVII.	
Complaining Travellers—The Steamers Great Britain and Victoria—Captain Thomas Dick and Mr. Gilkison .....	870	The Rochester Route—1889-1893—The Steamship Carmona—Her Previous History—Appropriately Named .....	972
CHAPTER CCXLIV.		CHAPTER CCLVIII.	
The Trade of the Lake Still Continues to Expand—The Mail Steamers and Other Matters.....	882	The Ottawa Steamers, 1864-1893—Their History—The Earlier Vessels—Well Known and Respected Officials .....	972
CHAPTER CCXLV.		CHAPTER CCLIX.	
The Royal Mail Line—1840 to 1857—How the Company Was Formed and Where—Notable Steamers and Their Captains—Well Remembered Officials .....	901	The R. and O. Company—The Famous Lake Company—Some Notable Steamers—A Favourite Route—1857-75, 1875-93 .....	974
CHAPTER CCXLVI.		CHAPTER CCLX.	
Storms and Shipwrecks—Great Destruction of Life and Property—The Commercial Distress in 1857 .....	907	Tabulated Statements of Various Vessels, from 1678 to the Present Time .....	981
CHAPTER CCXLVII.		CHAPTER CCLXI.	
Gloomy Anticipations for the Spring Trade—The First Arrival of the Season .....	918	York's Assessment Rolls—The Early Rolls—The Parochial Officials—Who They Were and Where They Came From—Curiosities in the Accounts .....	990
CHAPTER CCXLVIII.		CHAPTER CCLXII.	
The Niagara Steamers, 1874-78—An Old Institution Threatened—Formidable Opposition—The Newcomer Wins .....	925	The Town of York—Its Rise and Progress—Its Population Returns from 1793 to 1834, with other Interesting Data .....	996
CHAPTER CCLXIX.		CHAPTER CCLXIII.	
Niagara Falls Line, 1883 to 1893—A Popular Vessel—Opposition is the Soul of Trade—A Truce Effected .....	930	The Early Sessions—The First Days of the Century—The Grand Inquest—Frivolous and Vexatious Charges—The Home District School .....	999
CHAPTER CCL.		CHAPTER CCLXIV.	
Hamilton Steamboat Co., 1887 to 1893—A Modest Beginning—An Enterprising and Progressive Policy .....	932	The Wood Correspondence—Mr. Wood and the Early York Residents—Dr. Strachan's Sayings and Opinions—An "Officer and a Gentleman"—An Acrostic.....	1007
CHAPTER CCLI.		CHAPTER CCLXV.	
The General History of the Lake Shipping Continued—The Gunboats—Steamboat Racing .....	932	A Scrap of History—The Fight at Beaver Dam—The Part Taken in it by Colonel Fitzgibbon—Mrs. Secord's Daring Exploit.....	1021
CHAPTER CCLII.		CHAPTER CCLXVI.	
New Steamers—Captains on the Lake and Others Who Were Prominent in the Shipping World—Concluding Remarks .....	952	An Old Jarvis Street House—The Residence of the late Colonel Samuel Peters Jarvis.....	1023
CHAPTER CCLIII.		CHAPTER CCLXVII.	
Lorne and Victoria Parks—The Various Steamers on the Routes—Their Respective Commanders, 1887-1893 .....	958	St. James' Church—The Second Building—How it was Built and by Whom—The Original Contract—Its Final Destruction.....	1025
CHAPTER CCLIV.		CHAPTER CCLXVIII.	
Toronto Ferry Co., 1890-93—Its Rise and Progress—Its Various Vessels—Quiet Usefulness .....	958	A Canadian Pioneer—Reminiscences of One of Toronto's Oldest Settlers—His Early Days, Education and Varied Experience—Men He Has Known.....	1035
CHAPTER CCLV.			
Royal Canadian Yacht Club—Its Rise and Progress and History from 1850-1893 .....	960		

	PAGE		PAGE
CHAPTER CCLXIX.		An Imposing Demonstration—	
An Old Lottery Scheme—The Pro-		Well Known Prize Takers—Ob-	
posal to Raise Funds for the Con-		solete Industries .....	1090
struction of the Toronto, Simcoe		CHAPTER CCLXXX.	
and Huron Railway .....	1037	The Old Crystal Palace—Sir Ed-	
CHAPTER CCLXX.		mund Head—Distinguished Visit-	
A Reminiscence of the Old Market		ors—"Chevaliers d'Industrie"—A	
Square .....	1038	Round of Amusement—Exhibits	
CHAPTER CCLXXI.		and Exhibitors .....	1093
Old Newspapers—The Files in the		CHAPTER CCLXXXI.	
Library at Ottawa—A Long Lost		A Curious Old Book—An Advertise-	
Watch—A Long Drive.....	1039	ment With an Apology—Singular	
CHAPTER CCLXXII.		Chronological Table—Old Civil	
The Military Tandem Club—The		Servants—The Old Militia Force	1095
Members' Names—Some Famous		CHAPTER CCLXXXII.	
Soldiers—Wonderful Attempts at		Old St. James—The First Building	
Poetry—Amusing Allusions and		Alterations and Enlargements—	
Reminiscences .....	1040	Surviving Members of the Con-	
CHAPTER CCLXXIII.		gregation .....	1101
An Incident of the Rebellion—Some-		CHAPTER CCLXXXIII.	
thing About the Man Who		Some Canadian Names—Interesting	
Warned the People of Toronto		Particulars Why Some Well-	
of the Advance of Mackenzie...	1048	known Places were so Called.....	1102
CHAPTER CCLXXIV.		CHAPTER CCLXXXIV.	
Old Days Brought Back—Extracts		The Island Block House—Some Par-	
from the Various Writings of To-		ticulars of the Old Building—Its	
ronto's Veteran Telegrapher—		Destruction and Renewal.....	1102
When Canada Was Young—The		CHAPTER CCLXXXV.	
Rise of the Telegrapher.....	1053	Home of the Triple "V"—Some-	
CHAPTER CCLXXV.		thing of the History of and the	
The Earliest Newspapers—When and		Work Being Done by Toronto	
Where Issued—Singular Adver-		Athletic Club .....	1104
tisements—Slave Holders and		CHAPTER CCLXXXVI.	
Slave Dealers .....	1054	The Royal Canadians—Reminiscences	
CHAPTER CCLXXVI.		of the Early Days of the 100th	
A Long Forgotten Incident—Lieuten-		P. W. R. C. R.—By One Who	
ant-Governors Hunter and Gore		Served Therein .....	1112
and the Canadians—An Address		CHAPTER CCLXXXVII.	
to the Prince Regent and Who		Capture of Detroit—The War of 1812	
Signed It .....	1060	—Brock's Demand for the Surren-	
CHAPTER CCLXXVII.		der of Detroit—The Capitulation	
An Old Account Book—Some Quaint		—The Original Deed—Proclama-	
and Interesting Entries—A Con-		tation .....	1113
trast in Prices Between the Pres-		CHAPTER CCLXXXVIII.	
ent Time and a Century Since...	1063	Toronto's Assessment—How it Has	
CHAPTER CCLXXVIII.		Grown—Increased Over 600 per	
The War of 1812—Many Interesting		cent. in 28 Years—Early Assess-	
Documents Relating to it—Pro-		ments—Three Different Methods..	1122
clamation and Gen. Brock's Re-		CHAPTER CCLXXXIX.	
ply .....	1064	An Old Document—A Promissory	
CHAPTER CCLXXIX.		Note of 1834—How the City of	
Toronto's Earlier Fairs—A Striking		Toronto Raised Money in the	
Contrast—The First Agricultural		year of its Incorporation .....	1124
Societies—Parliamentary Aid—		CHAPTER CCXC.	
Some Amusing Recollections .....	1087	Some Old Time Residences—The	
Old Time Exhibitions—The First		Brough House — Two Simcoe	
Show—Changes in the Province—		Buildings—Sam. Rogers and John	
		Shea .....	1125



# ILLUSTRATIONS.

	PAGE		PAGE
General Simcoe. Frontispiece.		The Island Lighthouse, 1808.....opp.	680
General Brock. Frontispiece.		Northern Railroad Pier .....	681
View of Niagara River. Frontispiece.		Queen's Wharf, Looking West.....	682
British American Insurance Co.....	564	"The Raven's Plume," a Piece of	
First Fire Hall in Toronto.....	564	Music .....	684
Church Street Fire Hall.....	564	Pool in Queen's Park.....	684
First Fire Hall, Bay Street.....	565	The N. W. Corner Church and Ade-	
Thomas D. Harris.....	575	laide streets .....	685
St. Patrick's Market, and First Fire		Monument on Site Ft. Rouille...opp.	732
Hall for No. 4 Company .....	576	Col. Thomson's Property .....	734
James Ashfield .....	581	Mr. Scarlett's House, Dundas Street	735
Piano Fire Engine of 1845.....	582	The Old Peacock Tavern, Dundas	
Alexander Jacques.....opp.	582	Street.....	736
"Deluge" Engine House, Berkeley		Fac Simile First Page First U. C.	
street .....	583	Gazette..... opp.	743
Court Street Fire Hall and Mechan-		Great Seal of U. C.....opp.	744
ics' Institute .....	584	Blue Bell Tavern.....	745
Fire Hall No. 2, Portland street.....	585	Rusholme, 1839 .....	746
Robert Hunter, Captain of Independ-		George Cooper's House .....	747
ent Fire Brigade .....	586	Brockton Toll Bar .....	747
Fire Hall No. 4, Berkeley street.....	587	R. L. Dennison's Earlier Residence	748
Bay Street Hall, Bay Street.....	588	Dovercourt.....	748
Fire Hall No. 6, Queen Street .....	589	"The Three Taverns," Dundas Street	749
Fire Hall No. 3, Yonge street .....	590	Brockton Post-office .....	750
Fire Hall No. 7, Wilton avenue.....	591	Mechanics' Institute .....	757
Fire Hall No. 8, College street.....	593	First Ferry Horse Boat.....	762
Fire Hall No. 9, Dundas street.....	595	Second Ferry Horse Boat.....	763
Fire Hall No. 10, Yorkville avenue	597	Third (Steam) Ferry.....	764
Fire Hall No. 11, Rose avenue.....	599	Fourth (Steam) Ferry.....	765
Fire Hall No. 12, Bolton avenue.....	601	Louis J. Privat's House.....	766
Fire Hall No. 14, Ossington avenue	602	Howland's Mills, 1840.....	767
Richard Ardagh .....	604	Howland's Store, 1840.....	768
Fire Hall No. 13, Brock avenue.....	605	F. A. Howland's House.....	769
Central Fire Hall, Lombard street...	607	Rev. Dr. Phillips' House.....	770
Fire Hall No. 15, Cowan avenue.....	608	William Gamble's Store.....	771
Richard Ardagh .....	609	Millwood, The Fisher Homestead....	772
Thomas Graham .....	611	Colours of 100th Regt.....opp.	774
Plan of Cathedral Fire.....	620	Presentation of Colours, 100th Regi-	
The U. P. Church, Bay street.....	626	ment .....	777
The Fire Hall, Bay street.....	626	William Allan .....	778
Congregational Church, Bay and		The "East York" Colours.....	779
Adelaide streets .....	626	Major Allan's Chestnut Tree.....	780
The Fire at Gooderham's, 1869.....	643	Museum at Moss Park, Interior, opp.	782
Diagram of Esplanade Fire.....	655	Colours of 10th Royals..... opp.	804
Destruction of Globe Building, Yonge		Capitulation of York (two illustra-	
street .....	661	tions) .....	808
Destruction of Osgoodby Building...	664	St. James' Rectory, Front View.....	810
The Osgoodby Building, Melinda st.	667	St. James' Rectory, Rear View.....	811
Osgoodby Fire, Wellington street...	669	Front Street View.....opp.	812
Toronto Fire Department.....opp.	671	The Barque Griffin.....	816
County Registry Office, Richmond		English Fleet on St. Lawrence,	
street .....	672	1758-60 .....	819
Jordan Post House and Shop, Bay		French Fleet, ditto.....opp.	820
and King streets .....	674	Loss of "The York".....	829
Colonel Bonnycastle's House ...opp.	676	Finkle's Point .....	843
View on Front street.....opp.	679	Steamer Walk-in-the-Water.....	846
The Bright House, 1820 to 1894.....	679	Steamer Queen Charlotte.....	847

	PAGE		PAGE
The Steamer Martha Ogden.....	851	St. James' Cathedral, Erected 1831.	1026
The Steamer Great Britain.....	856	Sectional View St. James' Cathed-	
The Steamer William IV.....	858	ral.....	1023
The Steamer United States.....	863	Ground Floor of St. James' Cathed-	
The Steamer Caroline.....	869	ral.....	1030
Macnab, Alan N., Sir .....opp.	870	Plan of Gallery of St. James' Cathed-	
Steamer City of Toronto.....	885	ral.....	1033
Steamer Ontario.....	887	William Helliwell .....opp.	1035
Steamer Chief Justice Robinson.....	890	Thomas Ridout .....opp.	1063
Steamer City of Hamilton.....	893	Forts Niagara and Erie .....opp.	1070
Steamer Peerless.....	895	Brock's Monument.....	1084
Captain Thomas Dick.....opp.	896	York Almanac's First Page.....opp.	1096
Steamer America.....opp.	897	First Anglican Church Erected in	
Steamer Europe.....	898	Toronto.....	1101
Steamer Arabian.....	903	Interior View of First Anglican	
George Burton Holland.....opp.	904	Church.....	1102
The Ferry Boat Bouquet.....	921	The Island Block House, 1814.....	1103
The Steamer Rothesay Castle.....	922		
The Tug Robb.....	923	TORONTO ATHLETIC CLUB.	
Steamer City of Toronto.....	924	Toronto Athletic Club.....	1104
Steamer Chicora.....	926	The Billiard Room.....	1105
Steamer Cibola—Burnt at Lewiston,		With the Fencers.....	1106
1895.....	928	The Bowling Alleys.....	1106
Steamer Chippewa.....	929	The Smoking Room.....	1107
Steamer Empress of India.....	931	The Big Plunge.....	1107
Steamer Macassa.....	933	The Gymnasium.....	1108
Steamer Modjeska.....	934	Inner Vestibule.....	1109
Propeller Ocean.....	942	A Cosy Corner.....	1110
Propeller Persia.....	945	Committee Room.....	1111
The Propeller Alma Munro.....	954		
Andrew Heron .....opp.	955	DETROIT.	
The Spanish Caravels.....	956	Fac Simile of Letter Accompanying	
The Rosamond.....	957	Flag of Truce.....	1114
The Mayflower.....	959	Fac Simile of the Plan of the Fort.....	1115
The Primrose.....	961	Fac Simile of Explanatory Letter.....	1116
First Club House.....	962	Fac Simile of Original Articles of	
Steamer Provincial.....	963	Capitulation.....opp.	1116
The Oriole.....	964	Fac Simile of Duplicate of Original	
R. C. Y. C. Launch.....	975	Articles of Capitulation.....opp.	1117
The Zelma.....	967	Fac Simile of Additions Proposed by	
The Humber.....	970	General Hull.....	1117
The Steamer Empress.....	973	Fac Simile of Supplemental Article	
The Steamer Sovereign.....	973	opp.	1118
The Steamer Algerian.....	975	Fac Simile of Addition to Supple-	
The Steamer Passport.....	975	mental Article.....	1118
The Steamer Magnet.....	975	Fac Simile of Gen. Brock's Letter	
The Propeller Corsican.....	976	to Friends in England.....	1119
The Steamer Spartan.....	977	Fac Simile of Gen. Brock's Procla-	
The Steamer Montreal.....	977	mation.....opp.	1119
The Steamer Quebec.....	978	Fac Similes of Endorsements to	
The Steamer Caroline.....	978	Capitulation.....	1120
The Steamer Canada.....	979	Fac Similes of Endorsements to	
The Steamer Saguenay.....	979	Capitulation (six cuts).....	1121
The Steamer Columbian.....	980	Growth of Toronto's Assessment.....	1122
The Steamer Bohemian.....	980	A Promissory Note of 1834.....	1124
The Steamer Trois Rivières.....	980	Brough House, Simcoe street, 1845.....	1125
Alexander Milloy.....opp.	981	Two Simcoe Street Residences.....	1126
The Residence of Colonel Jarvis.....	1024	Rogers' House, Bay Street.....	1127
		John Shea's House, 1860.....	1128



# GENERAL INDEX.

## A

## PAGE

Adamson & Chapman's Fire, 1884...	654
Address to Prince Regent.....	1062
Admiral Steamer .....	622
Allan, G. W. ....	781
Allan, William .....	1000
Airey, Colonel .....	754 1043
Anglican Church in Newmarket .....	688
Anglican clergy, 1821.....	1098
Ardagh, Arthur .....	581
Ardagh, Richard...596, 600, 610, 612	663
Armstrong & Co. ....	1092
Armstrong, James .....	579
Arno'd, Benedict .....	716
Arnold, Richard .....	867 870
Arsenal at York .....	740
Arthur, George Sir .....	572
Ashfield, James...581, 587, 588, 598	612
Athletic Club Committee.....	1109 1111

## B

Baby, Raymond .....	675, 676
Baldwin, Edmund .....	812
Baldwin, W. W. ....	812
Barnum, P. T. ....	813
Bate, Lewis .....	1092
Baldwin, W. W. ....	694
Battle of Beaver Dams.....	1081
Battle of Chateaugay.....	1085
Battle of Chippewa.....	1075
Battle of Chrysler's Farm.....	1085
Battle of Lake, in 1759.....	819
Battle of Lake Erie.....	1076
Battle of Lundy's Lane.....	1086
Battle of Moravian Town.....	1085
Battle of Queenston.....	1072
Battle of Stoney Creek .....	1079
Battle of York .....	1077
Baynes, Edward .....	1070, 1072
Blackburn, Thornton .....	677
Blackstone, Henry .....	688
Blake, D. E. ....	714
Beard's Foundry burnt in 1867.....	640
Beard's Hotel .....	573
Beard, Joseph .....	579
Beard, Robert .....	575, 579
Bell, John .....	773
Berczy, William .....	703
Bethune, Donald .....	905
Brent, Joseph .....	823
Birchall, T. W. ....	594
Bishopp, Cecil, Colonel .....	1085
Bishop Paul .....	677
Blind Toll Gate .....	751
British America Assurance Co. 566,	612
Bright, James .....	679
Bright, John .....	678
Bright, Lewis .....	994
Bright, Thomas .....	679

## PAGE

Bonnycastle, Richard .....	675, 676, 677
Borland, Andrew .....	687
Borston, Halliday .....	814
Boulton, D'Arcy .....	1034
Boulton, John .....	773
Boulton's Mill burnt, 1870 .....	644
Boulton, W. H. ....	630, 1089
Boustead, James B. ....	595
Boxall, Colonel .....	807
Bloor, Joseph .....	1103
Brock, Isaac .....	1064-86, 1113, 1120
Brook, George .....	594
Brough, Secker .....	1125
Brunel, Colonel .....	806
Bullock, Richard .....	571, 1010
Burlington, Steamer .....	614
Burr, Rowland .....	704
Butler, Thomas .....	1055

## C

Cameron, Duncan .....	672, 1000
Cameron, J. Hillyard.....	594
Canadian, Drynoch .....	691
Canadian Pacific Steamers.....	971
Canadian Militia, 1821.....	1100
Cance Club Races .....	953
Capitulation of York.....	807
Capreol, F. C. ....	1037
Captains of Fire Companies.....	588
Captains on Lake Steamers.....	906
Carfrae, Thomas .....	563, 564
Carr, John .....	581
Castle Frank .....	613
Catholic Apostolic Church Burnt, 1861.....	633
Caven, the Caretaker, and Osgoodby Fire.....	663
Cawdell, J. H. ....	685
Cawthra, Joseph .....	1001
Cawthra, John.....	687
Chaloner Children Burnt in 1869.....	642
Chambers, James .....	663
Charlton, William .....	587, 588, 596, 612
Clapp, John C.....	596
Clarke, Alured .....	737, 739
Clarke, John .....	761
Central Prison Fire, 1878.....	650
Cheney, G. H. ....	1092
Chestnut Park .....	709
Chewett, William .....	1077
Cigar Boat .....	884
City of Toronto Fire Company.....	565
Children of Peace .....	686
Coffin, H., Colonel .....	675
Colborne, John, Sir .....	572, 676
Cole .....	627
Colcleugh, Captain .....	900
Collier, Thomas .....	814

	PAGE		PAGE
Cooper, George .....	733, 747, 1091, 1103	Ersine Presbyterian Church Burnt in 1884.....	653
Cooper, H. C., Rev. ....	770	F	
Congregational Church burnt .....	624	Fatal Accident at a Fire.....	627
Cowan & Sons .....	582	Fairgreen Riot, 1855.....	624
Cozens, Benjamin .....	1006	Fenian Raid.....	921
Cozens, Daniel .....	715	Fleming, William .....	581
Cozens Family .....	715	Fidler, Isaac .....	714
Crocker, J. S. ....	594	Fire Brigade, Officers, 1833.....	565
Crookshank, George .....	675	Fire Brigade, Roll of Deaths.....	610
Cumberland, F. W. ....	803	Fire Brigade in 1893, 1894, 1895...	606
Church, Joseph .....	748	Fire Companies, Captains of.....	588
D		Fire Company No. 4 Organized.....	576
Daly, Charles .....	592	Fire Company No. 2, Survivors in 1895 .....	582
Draper, William H. ....	1034	Fire Department in 1849, 1850, 1855, 1868.....	579, 579, 582, 596
De Blaquier, Peter .....	702	Fire Department Re-organized in 1838 .....	570
De Grassi, A. ....	579	Fire Inspectors .....	574
De Rottenburg, Colonel .....	776, 1113	Fire Limits of City.....	580
De Salaberry, Colonel .....	1085	Fire Regulations .....	577, 580
Deer Park .....	705	Firemen's Benefit Society.....	576
Desjardins Canal accident .....	761, 899	First Cabs in Toronto.....	677
Desjardins, Peter .....	701	First Members B. A. Fire Company	566
Dennis, John .....	672	First Merchant Vessel.....	824
Dennis, Joseph .....	672, 935	First Officers Hook and Ladder Co. 1831 .....	565
Denison, G. T. ....	749, 783, 1090	First Official Record Fire Brigade.	574
Denison, John .....	1001	First Steamboat in America.....	834
Denison, John E. ....	675	First Steamboat on Lake Erie.....	846
Denison, R. L. ....	747, 781	First Steamboat on Lake Ontario...	842
Dewar, E. H. ....	714	Fisher, Thomas .....	771
Dewson, Major .....	749	Fitz Gibbon, James .....	1022, 1081
Drew, Andrew .....	867, 870	Frizzell, Sutton R.....	1048
Dick, James .....	815	Forsyth, Frank .....	600
Dick, Thomas .....	815, 870, 871	Fort Detroit .....	1069
Dickson, N. H. ....	1090	Fort Mackinac.....	751
Dixon, F. E. ....	790	Fort Niagara in 1790.....	741
Dixon, Joseph .....	569	Fort Rouille.....	718, 733
Doel's Brewery burnt .....	617	Frontenac, Count .....	815
Don bridge and the Rebellion of 1837	568	Fulton, A. T. ....	717
Don Foundry burnt, 1859 .....	631	Furniss, Mr.....	591
Donaldson, J. A. ....	746	G	
Doughty, Thomas .....	600	Gamble, Clarke.....	760, 994
Drummond, Charles .....	627	Gamble, John .....	994
Drummond, General .....	1005	Gamble, William .....	769, 994
Duffy, James .....	733	Gardiner, John .....	717
Duggan, George .....	1001	Graham, Thomas .....	593, 596
Durand, Charles .....	71	Graham, William .....	1000
Durham, Earl of .....	572	Graham, William H., Death of.....	636
Durie, W. S. ....	921	Grand Opera House Burnt, 1879...	651
E		Grand Trunk Elevator Burnt, 1864...	637
Early Newspapers .....	1054, 1060	Grand Trunk Railway Fires.....	625, 638
Early Printing .....	743	Grasett, H. J., Colonel.....	807
Early Settlers of 1791.....	736	Grasett, Rev. H. J. ....	809
Early Settlers, Canoes, Batteaux...	817	Geddes, W. A. ....	955
Early Toronto, 1791.....	736	German Mills .....	710
Easson, Robert F.....	1053	Glegg, Captain .....	1071
East York Militia.....	778	Great Eastern Steamship.....	912
Edwards, Willie, Burnt to Death...	652	Great Fires in 1848.....	618, 619
Esplanade Fires of 1874 and 1885	648, 654	Great Fires in 1849.....	620, 621
Elmsley, John .....	864, 914, 1059	Great Fire on Front street, 1872...	646
Eglinton, Early Residents of.....	707	Great Fire on Richmond street, 1859	631
Elliott, Mrs. and Children Burnt to Death in 1863.....	637		
Ellis, Anthony .....	627		
Engineers, Royal Mail Line.....	907		



# GENERAL INDEX.

xi

	PAGE		PAGE
Great Fire on St. George's square, 1860 .....	632	Horse races of 1838.....	753
Great Fire on Victoria street, 1859, 630, 631		Horse races of 1839.....	753
Great Fire on Yonge street, 1868, 640, 641		Horse races of 1840.....	754
Gibson, David .....	710	Horse races of 1857.....	755
Gilbert's Lumber Yard Burnt, 1859	630	Horse races of 1876.....	755
Gildersleeve Family .....	1094	Horwood, G. C. ....	815
Gildersleeve, O. S., .....	916	Howland, F. A. ....	769
Gillmor, Colonel .....	790	Howland, Peleg .....	770
Givins, James .....	701, 746, 808	Howland, W. P. ....	770
Globe Fire, 1895 .....	660	Hull, W., General.....	1065, 1113, 1120
Good & Company .....	615	Humberstone, Thomas .....	709
Good & Company's Foundry Burnt	649	Hundredth Regiment, formation of	
Gooderham & Worts Fire .....	642, 643	774, 778	
Gooderham, William .....	812	Hunter, Peter .....	696, 1061
Gore, Francis Sir .....	675, 696, 1061	Hunter, Robert .....	586
Gordon, John .....	889	Hunter, William .....	712, 713
Gordon, William .....	905	I	
Government Dock Yards, Kings- ton .....	857, 859, 862	Indians' grave .....	701
Government House Burnt, 1862, ..	634	Irving, J. AE. ....	698
Gunboats on Lakes, 1867 .....	925	Introduction steam fire engines.....	592
H		Iron Block Burnt, 1872.....	646
Hagerman, C. A. ....	1050	J	
Halton, William .....	1098	Jackson, Clifton .....	706
Hamilton, Alexander .....	565, 612	Jackson, John Mills.....	706
Hamilton Foundry burnt, 1876.....	649	Jacques & Hay.....	615
Hamilton steamers.....	932	Jacques & Hay, Fires at.....	623, 625
Hampton, General .....	1085	Jail on Gerrard Street Burnt, 1862	634
Hanlan, Edward .....	948, 951	James, Robert .....	749, 752
Harbottle, Thomas .....	899	Jarvis, E. ....	614
Harris, T. D. ....	575, 849	Jarvis, Family .....	1023
Harris, W. R. ....	679	Jarvis, Samuel P. ....	1023
Harrington, John .....	629	Jarvis, Stephen.....	672, 1003
Harrison, S. B. ....	749	Jarvis, W. B. ....	1089
Harper, Lieutenant .....	860	Jesuit Fathers .....	695
Hartney, Patrick .....	1001	Johnson, John .....	741
Harston, C. G. ....	1106	Joseph, Frank .....	1126
Hay & Company's fire, 1882.....	652	Jukes, W. A. ....	940
Head, Edmund Walker, Sir.....	1089	K	
Head, Francis Bond, Sir.....	1052	Keele, W. C. ....	735, 755
Heath, Charles .....	1048	Kent, Duke of.....	822
Helliwell Brothers .....	617	Kerr, Martin .....	600
Helliwell, William .....	1035, 1038, 1039	Kerr, Thomas .....	593, 596
Hennepin, Father .....	816	Ketchum, Jesse .....	1034
Herschmer, Jacob .....	872	Killed and Injured Jacques & Hay's Fire .....	627
Hercules Hook and Ladder Company		Kingsmill, Colonel .....	760
566, 612		Kingston Regatta, 1841.....	877
Heron, Andrew .....	955	Knox Church Burnt .....	618
Heron, Samuel .....	1001	L	
Hess & Company's fire, 1889.....	656	Lake Battles, 1759.....	819
Heward, Frank .....	582	Lake Ontario Steamers, 1809-1895,	
Heys, So'mon .....	1017	982, 989	
Hidder, Major .....	676	Lake Shipping, 1799.....	830
Hillier, Thomas .....	1096	Lake Shore Toll Gate Burnt, 1861..	633
Hogg's Hollow .....	709	Lambton Mills .....	767
Hogg's Hollow church .....	709	La Salle Rene, Robert.....	815, 981
Hogg, James .....	708	Lathom, Henry .....	813
Holand, G. B. ....	905	Lawrence's Tannery .....	708
Holland, S., Major.....	699	Leak's Soap Works .....	814
Home District Grammar School.....	1006	Lee, Dr. ....	1099
Hook and Ladder Co., first officers...	565	Leonard, H. B. ....	581
Horse boats .....	762, 763, 884	Legislative Assembly, 1821.....	1097
		Legislative Council, 1821.....	1097
		Leguerre, Ives .....	627



	PAGE		PAGE
Lewis & Co., Rice.....	618	Northern Pier .....	681
Lindsay, Charles .....	673	North-west Expedition .....	799
Lippincott, Richard .....	716, 1063	Notable Steamers .....	850
Lount, Samuel .....	1051		( )
Lorne and Victoria Park Steamers...	958	Oak Ridges.....	693
Loyal and Patriotic Society of U.C.	687	O'Hara, Colonel, James.....	751
	M	Ontario's First Schooners.....	818
Macaulay, James .....	1020, 1099	Ottawa River Steamers.....	973
Macaulay, James S. ....	1020	Otter, Colonel .....	791, 799
Macdonell, Angus D. ....	749	O'Brien, E. G. ....	594
Mackenzie Rebellion and Firemen....	568	Officers East York Militia, 1813.....	778
Macnab, Allan .....	868	Officers East York Militia, 1837.....	782
Macnab, Alexander .....	697	Officers Fire Department, 1846.....	579
Macnab, Rev. Dr. ....	697	Officers Hundredth Regiment.....	774, 1112
Macklem, Oliver T. ....	896	Official Record First Fire Brigade...	574
Magrath, James .....	1043	Osgoodby Fire of 1895 .....	663
Mail Building Burnt .....	654, 655		P
Mansion House Hotel .....	613	Paterson, David .....	573
Market Elevator Burnt .....	650	Platt, George .....	594
Markham, Early Settlers in.....	692	Pell, J. E. ....	1089
Marks, William .....	692	Prentice, Miles .....	742
Marks, William .....	587	Prevost, George, Sir.....	683, 1064, 1086
Mauleverer, Colonel .....	912	Phillips, Rev. Dr.....	770
Mechanics' Institute.....	756, 760	Phillpotts, Captain .....	676
Mechanics' Institute, Presidents ...	759	Pilgrimage riot .....	793
Mechanics' Institutes, Secretaries ...	760	Pilkington, Robert .....	739
Mechanics' Institute, Treasurers ..	760	Piper, Hiram .....	579
Medical Board, First.....	1099	Pice, James .....	573
Meehan Terrence .....	587, 629	Primitive Methodist Church burnt,	
Mennonists .....	697	1873 .....	647
Mercer, Samuel .....	1001	Prince, John .....	1052
Meyerhoffer, V. P. ....	714	Printing, Early .....	743
Militia Officers, 1798.....	686	Privat. L. J. ....	763
Militia at Queenston, 1840.....	874	Port Dalhousie Steamers.....	930
Miller, George .....	1091	Ports of Entry .....	831
Milloy, A. ....	955	Population of Upper Canada in 1821	1100
Moodie, Robert .....	909	Postal Arrangements in 1831.....	856
Moodie, Susanna .....	867	Post, Jordan .....	673
Morrison Joseph.....	673	Potters' Field .....	702
Mortimer, George .....	714	Powell, Mary .....	685
Murphy, John .....	1019	Powell, W. B., Chief Justice.....	685, 1067
Murray, Captain .....	827	Propeller Inkerman Lost .....	900
Musson, Thomas .....	1091	Propeller Magnet Lost .....	936
Musson, William .....	563	Provincial Great Seal .....	744
	Mc	Provincial Insurance Company.....	586
McLean, Donald .....	687, 1000	Provisions, Prices of, in 1814.....	1005
McLean, Samuel .....	581	Puissaye, Comte de.....	693
McLeod, Martin .....	691	Pursers, Royal Mail Line.....	907
McGill, John .....	1009		Q
McKinley Fire .....	659	Quakers, the People Called.....	695, 708
McDonnell, Archibald, of Newmar-		Queen City Steamer Burnt .....	623
ket.....	1019	Queen's Foresters and Rangers.....	572
McGlyn Murder Trial, 1864.....	637	Queen's Own Rifles. First Officers...	783
	N	Queen's Own Rifles, Fenian Raid	
Nash, James .....	648	.....	786, 788
Naval Events on Lake Ontario in		Queen's Rangers. 703, 787, 789, 744,	761
1776-1783.....	821	Queen's Wharf .....	680
Navy Hall, Niagara, Building of.....	737	Quinn, John .....	892
Newspapers, Early .....	1054, 1060	Quinte, Bay of .....	1102
Niagara in 1790.....	741		R
Niagara Steamers and Their Offi-		Racquet Court Burnt, 1861.....	633
cers.....	925-930	Rathnally .....	704
Night Guard in Rebellion Times.....	569	"Rescue" Fire Engine.....	581
Northern Elevator Burnt, 1870.....	644	Red River Expedition.....	791

	PAGE		PAGE
Regiments in Quebec, 1776.....	742	Steam Fire Engines First Introduced	592
Reid, George.....	854	Steamer Admiral Burnt.....	894
Richardson, Hugh.....815, 853, 888,	938	Steamer Caroline Destroyed.....	868
Richelieu and Ontario Steamers	974,	Steamer Cataraqui Burnt.....	873
Ridgeway, Killed and Wounded.....	788	Steamer Cherokee.....	880
Ridout, J. G.....	781	Steamer Commerce Wrecked.....	882
Ridout, Samuel.....	672, 673	Steamer Commodore Barrie, Wreck-	
Ridout, Thomas.....	672, 673, 1000, 1063	ed.....	877
Ripley, W. H.....	813	Steamer Frontenac Burnt.....	854
Ritchey, John.....	1034	Steamer George Washington Burnt...	872
Robertson, John.....	1126	Steamer Lady Elgin Wrecked.....	910
Robertson, James, & Company.....	659	Steamers on Lakes, 1809-1895...982,	989
Robinson, Christopher.....	1113	Steamers on Lake Simcoe...699, 872,	
Robinson, John B.....	1021	886, 911,	944
Rochester Firemen.....	623	Steamer Morrison, J. C., Burnt.....	900
Rochester Steamers.....	972	Steamers on Ontario in 1836.....	863
Rochefoucault, Duke.....	824	Steamer Ocean Wave Burnt.....	894
Roe, William.....	687	Steamer Passport, Accident on.....	882
Roger, Samuel.....	1126	Steamer Peerless Disappears.....	911
Rossin House Burnt, 1862.....	635	Steamer Queen City Burnt.....	897
Rouille, Fort.....	718, 732	Steamer Queen of West Burnt.....	894
Rowan, Lieut.-Colonel.....	752	Steamer on Rice Lake.....	870
Roy, Louis.....	743	Steamer Zimmerman Burnt.....	915
Royal Canadian Rifles.....	761	Steward's Royal Mail Line.....	907
Royal Grenadiers, First Officers....	801	Ships on Lakes, 1766.....	820
Royal Grenadiers, First Members....	802	Silverthorne, Thomas.....	1034
Royal Grenadiers, Presentation of		Simcoe, John Graves.....	826
Colours.....	803	Simpson Fire, 1895.....667,	668
Royal Canadian Yacht Club.....963,	971	Sinclair, Captain.....	955
Royal Lyceum Burnt, 1874.....	647	Smith, A. M.....	717
Royal Opera House Burnt, 1883.....	653	Smith, Goldwin.....	1110
Royal Mail Line of Steamers.....901,	907	Smith, James.....587, 588,	612
Rules B. A. Fire Company.....	566	Smith, Larratt.....	716
Russell Abbey Burnt, 1856.....	628	Scobie, Hugh.....616,	685
Russell, Peter.....	692, 1059	Scott, J. H.....	944
Ruttan, Henry.....	1087	Somerset, William.....	618
S		Stollery, Colonel.....	807
Saint Andrew's Market Burnt, 1860.	632	Storms and Shipwrecks.....	907
Saint James' Cathedral Burnt, 1839	614	Storm, Thomas.....570,	612
Saint James' Cathedral Burnt, 1849	620	Sullivan, R. B.....	677
Saint Stephen's Church Burnt, 1865	639	Summer Hill.....	704
Sanson, Rev. Alexander.....709,	813	Sutherland, James.....	864
Scadding, Rev. H.....	692	T	
Scarlett, John.....767,	1001	Talbot, Thomas.....	1097
Shaw, Aeneas.....746, 1059,	1073	Tandem Club Meetings..1040, 1048,	1091
Shaw, Alexander.....	746	Taylor, J. F.....	745
Shaw, George.....	746	Trail, C. P.....	1095
Shaw, George A.....747,	807	Temple, Captain.....	613
Small, C. C.....	814	Teraulay Cottage.....	619
Small, John.....	1069	Teraulay Street Fire, 1877.....	649
Snarr, John.....	814	Terry, Parshall.....	994
Spanish Caravels.....	956	Thomson, Archibald.....	1000
Spark, Colonel.....	754	Thomson, E. W.....734,	1087
Stanton, Robert.....	1034	Thomson, John.....	764
Strachan, James.....	708	Thompson, Charles.....	894
Strachan, Dr. John.....612,	1007	Thorne, H.....	1009
St. George, H. Q.....694,	1007	Toronto Ferry Steamers.....959,	960
Secord, Laura.....1022,	1081	Toronto Fire Brigade By-Laws,	
Selkirk, Lord.....	1018	1887.....602,	612
Settlers in Markham.....	692	Toronto Lighthouse.....	680
Settlers in Vaughan.....	692	Toronto Night Guard.....	760
Shea, John.....	1128	Toronto Regatta.....940,	941
Sheaffe, Sir Roger.....1075,	1077	Town of York, 1803 and 1809...994,	996
Sheppard, Joseph.....	1001	Town of York, Population 1793 and	
Sherwood, Samuel.....	673	1834.....992,	998

	PAGE		PAGE
Townsley, J. & W.....	704	Whitney, F. A.....	769
U		Whitney, G. T. ....	1090
University Fire of 1890.....	657	Whitney, J. W. G.....	762
V		Widmer, Christopher.....	814, 1099
Vaughan, Early Settlers in.....	692	Wilson, David .....	686, 689
Vankoughnet, P. N. ....	1089	Wilson, Stillwell .....	706, 1001
Vessels on the Lakes, 1678-1895...982,	989	Wright, Edward .....	594
Victoria Fire Engine.....	582	Wolseley, Garnet .....	789
W		Wonderful Vessel .....	850
War of 1812...709, 837, 838, 839 840	842	Wood, Alexander .....	1007
War Vessels on Lakes, 1817.....	845	Woodsworth, Richard .....	571
Wallis, Brown .....	717	Worts and Gooderham .....	812
Watkins and Harris.....	571	Worts, James .....	813
Watson, John .....	627	Worts, James G.....	813
Wells, Joseph, Colonel.....	1098	Y	
Wetenhall, John .....	1087	Yeo, James Sir.....	1083
Wreck of the Speedy.....	832	Yonge, George Sir.....	700
Wreck of the York.....	829	Yonge Street, 1832.....	701
Whitehead, John .....	593, 596	York County Officials.....	990, 996
		Yorkville Annexed with Toronto.....	601



## P R E F A C E

This, the second volume of the "Landmarks of Toronto," contains in popular and readable form, a continuation of the history of the capital of old Upper Canada from the days "When wild in woods the noble savage ran," down to the present golden hour of invention, when science with electric power whirls the citizen of to-day along streets traversed less than a century ago by the primitive ox-motor and cart.

The first volume of "The Landmarks" found the favour of nearly a thousand patrons, who either by ancestry or association, had an interest, if not in Little York, at least in the greater Toronto. Indeed a moderate sized volume would not contain the written words of good-will expressed by readers for a compilation that to-day would have been almost impossible by reason of the passing away of pioneers.

The pages in this volume are composed of a republication of articles by writers on the staff of *The Toronto Evening Telegram*. These articles during the past few years have appeared in the columns of that journal.

Each article is complete in itself and the engravings in the volume are either from photographs or pen-drawings of the place or location represented, or from original drawings in my possession or in the custody of public institutions, or of private individuals, who have kindly placed them at my disposal.

Every effort has been made to secure absolute accuracy in the letter press, and the entire publication has had my personal revision. As a native born Torontonian, with over half a century's residence in the city, and a familiarity with every map, plan, picture or drawing, of or belonging to York from the days of Mrs. Simcoe—who made the first picture—in 1792 and Toronto from 1834, the assurance is given that the drawings are faithful reproductions of the originals.

Of the first volume one thousand copies were printed, and of these less than one hundred remain unsold, so that with the advent of the second volume and the orders received for the two volumes the first number will shortly be out of print.

The edition of the second volume is limited to one thousand copies and it will not be reprinted. The price is the same as that of the first volume—two dollars a copy.

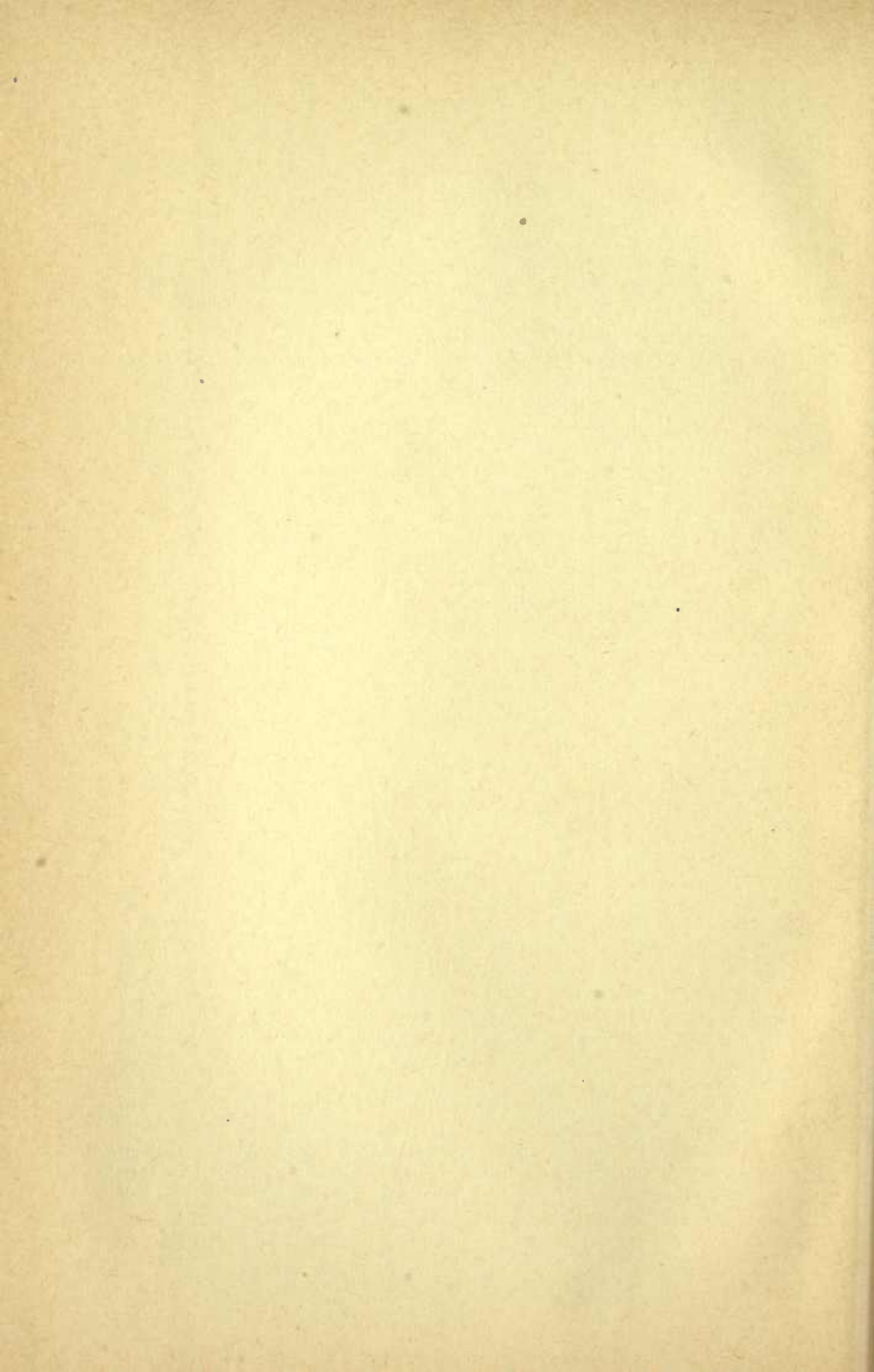
The third volume will be issued in September of 1896, and will contain about two hundred engravings, with a large amount of new matter concerning early York and also a complete history of each church in the city from 1792-1896.

The value of this publication is enhanced by the fact that it is now the acknowledged book of reference in connection with the history of York and Toronto, in the courts of law and in arbitrations concerning property in Toronto. In a recent case of arbitration, in which a large sum of money was involved, the original drawing, a copy of which had appeared in *The Evening Telegram* and is now in this volume, was an important piece of evidence, so much so that the arbitrator admitted that its production was a most material aid in arriving at a decision.

Copies of this volume may be obtained by remitting two dollars to the office of *The Evening Telegram*, or by personal application.

The volume is offered to the public in the belief that from cover to cover it contains information which must interest not only the pioneers, who are still to the fore, with their descendants, but the residents of later years who have made the capital city of this province their home and abiding place for all time to come.

J. ROSS ROBERTSON.





# LANDMARKS OF TORONTO.

## *Sketches of Old Houses and Places of Interest From 1792-1895.*

### CHAPTER CXCVI.

#### THE FIRE BRIGADE OF OLD.

##### **Story of the Toronto Fire Companies from their Beginning to the Year 1895.**

In this advanced age of mechanical and scientific progress, when fires are fought with steam fire engines discharging from 400 to 1,750 imperial gallons of water per minute, aerial ladders, water towers and other subsidiary appliances specially designed to augment the efforts of firemen, the primitive devices of less than half a century ago are either unknown to the present generation or are almost forgotten by the early settlers in Toronto who are still alive. In fire-fighting machinery, certainly "nothing is like it used to be." From the bucket brigade, drawing its supply from ordinary wells, to the hand fire engine was a great improvement, that was later on completely overshadowed by the introduction of steam fire engines, pumping from tanks filled from hydrants or water carts. The establishment of the present water-works system in Toronto, in 1872, furnished for a time a satisfactory fire pressure, and the steam engines were relegated to retirement.

The era of tall buildings demonstrated the insufficiency of the fire pressure to reach above the third storey, however, and the three disastrous conflagrations in the early part of 1895 forced a return to the use of steam engines as a measure of self-protection from the ravages of the devouring element.

When hand fire engines came into use the bucket brigade passed out of existence, water being conveyed to the engines in large barrels, filled at the bay and carried on waggons to the scene of the fire, a premium being paid to the cartier first arriving with a supply of water. The rivalry amongst the city cartiers was always keen, and many an exciting race was witnessed as the men drove their horses at a furious pace to

win the prize. Oftentimes the barrel on the first cart would be less than half filled, the jolting over the rough roads having caused a wholesale spilling. This mode of supply was in force in 1834, when Toronto was incorporated.

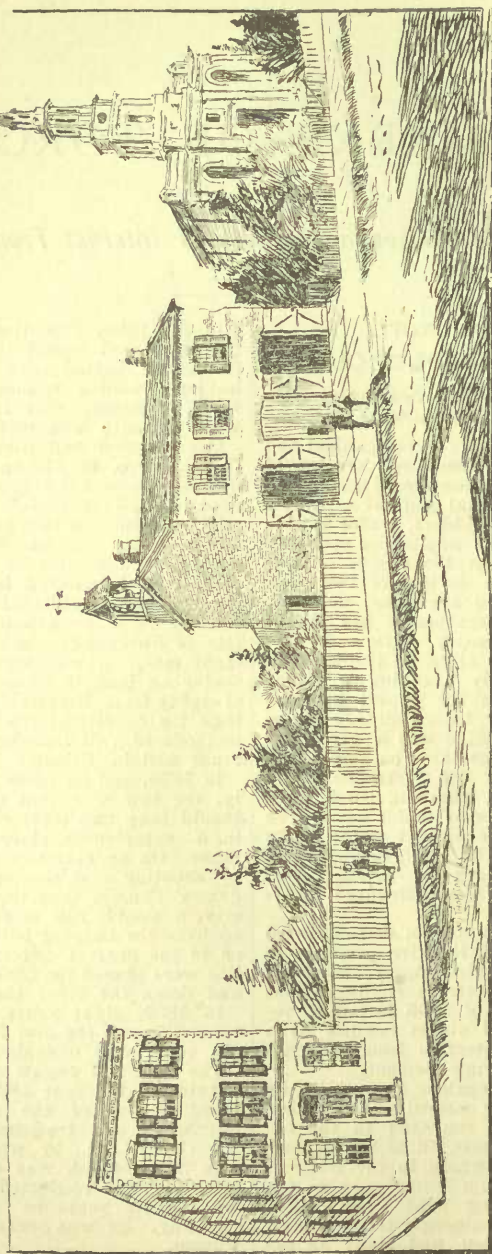
One hundred and fifty years before Christ, Hero, in Alexandria, described a machine termed by him "the Siphons used in conflagrations," which with some additions, such as hose and some improvements in the details of construction, is practically the same as the hand fire engines first introduced into Toronto. So early as the middle of the seventeenth century there were hand engines in the city of Nuremberg worked by twenty-eight men, which threw a stream of water an inch in diameter to a height of eighty feet. Necessarily, in a small village the conditions are such that all methods of extinguishing fires must be crude and inefficient.

In 1820, and for some years subsequently, the law was that every householder should keep two leather buckets hanging in a conspicuous place in front of his house. On an alarm, which was sounded by shouting and ringing the bell of St. James' Church, then the only bell in the city, a double row of citizens was formed from the burning building to the Bay, or to the nearest cistern, and along one line were passed the buckets full of water, and down the other the empty buckets.

In 1826, eight years before York became Toronto, the first fire department of the town was organized.

The first fire engine company was instituted in the year 1826, and was composed of some of the most respectable merchants and tradesmen of the town. Mr. Carfrae, jr., by whom the company was first formed, was elected first captain, and was re-elected every year during the six years he remained in the company. He was succeeded by William Munson.

The engine house, or fireman's hall, of this company, and the first in Toronto,



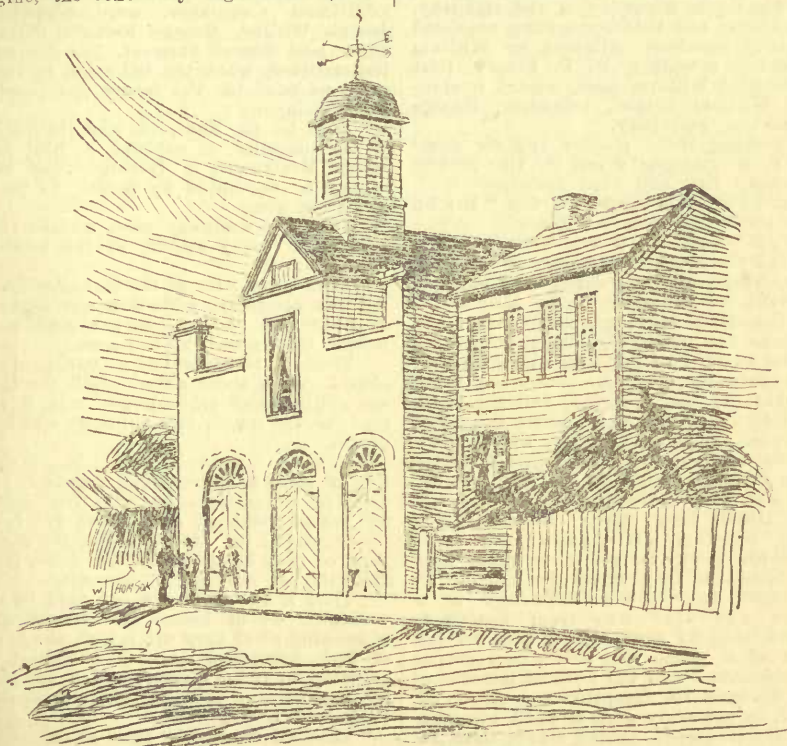
THE BRITISH AMERICAN INSURANCE BUILDING,  
N. W. COR. CHURCH AND COURT STS.

THE FIRST FIRE HALL IN TORONTO, CHURCH STREET, NEAR THE  
OLD KIRK, 1827.

stood on the west side of Church street, the next building south of the old Scotch kirk, and between Court and Adelaide streets. It was a two storey brick building, surmounted in the rear part by a small tower, since removed. The building was in 1834 divided into three divisions or compartments. The south division was occupied by Phoenix No. 1 engine, the centre by engine No. 2, and

Its officers of 1833 were:— William Musson, captain; David Paterson, first lieutenant; John Armstrong, second lieutenant; Thomas Platt, treasurer; Alexander Hamilton, secretary.

Every fireman during his continuance in actual duty was exempted from militia duty in the time of peace, from serving as a juryman or a constable, and from all other parish and town offices.



FIRST FIRE HALL—BAY STREET—BUILT 1841.

the north by the Hook and Ladder Company. The bell tower was at the southwest corner, in the rear of the building, and in this was a bell, which was rung from a rope in the rear of the south division, occupied by the Phoenix Company. At the rear of the building was also a long shed, one storey high, used for drying hose. The bell was afterwards hung in the steeple of St. James' church, and was destroyed in the fire of 1849.

In 1833 the company, which still occupied the Church street fire hall, was fifty strong and had two excellent fire engines, as fire engines went in those times, and about 750 feet of hose.

The first hook and ladder company was formed in April, 1831. It possessed the same privileges and exemptions as the fire company. It was sixty strong. Its officers were:— Captain Thomas Emery, first lieutenant Michael P. Emery, second lieutenant Archibald McLellan, treasurer William Ketchum, secretary Charles Hunt. It was called Phoenix No. 1. Money was raised by subscription for a second engine, which was called No. 2.

As before stated, the two engines and hook and ladder apparatus occupied the Church street building.

In 1837 the City of Toronto Fire Engine



Company and the City of Toronto Hook and Ladder Company occupied the same building on the west of Church street adjoining the court house as since their formation.

The engine company was equipped with two engines and numbered seventy members. Its officers were:—William Musson, captain, John Baker, lieutenant of No. 1 engine; William Morrison, lieutenant of No. 2 engine; J. F. Westland, treasurer; Charles Hunt, secretary of the company.

The hook and ladder company consisted of sixty members, officered by William Ketchum, president; M. P. Empey, first lieutenant; William Ross, second lieutenant; William Bright, treasurer; George L. Norton, secretary.

Following these pioneer engines came No. 3, a machine given by the British American Life and Fire Assurance Company. She was known as the "British America," and was a Montreal "fore and aft" tub. No. 3 was housed in the hall at the south-east corner of Bay and Temperance streets, which was built in 1839-40. At the north corner was a shed for the hose carriage, and next south was a one storey building, where the engine stood. This building was originally two compartments, the south one being occupied by No. 3 engine, and the north by Hercules Hook and Ladder Company. The shed on the south side, which afterwards was built up, was occupied by the Hose Company. So that the entire building was practically divided, as it is to-day (1895) into three compartments. The "fore and aft engines" were more powerful than the piano or goose neck machines, as they could be worked by a larger force. The full crew of a "fore and aft" was from twelve to fifteen men at each brake, and the full crew of a piano was seven or eight at each brake. From the book of minutes of No. 3, from its inception in April 26, 1837, to the early part of 1849, some extracts are quoted, among others those relating to the part the company took in the Mackenzie rebellion. The first entry dated April 26, 1837, reads:

"A fire engine, procured by the British American Life and Fire Assurance Company, having arrived at 6 o'clock in the evening, the following persons convened at the engine house and volunteered their services to form a company for working her: David Paterson, Alexander Hamilton, Richard Woodworth, Alexander Rennie, George Harbron, John Adamson, Joseph Dixon, John Miller, Thomas Mills, William Duncan, Charles Graham, Richard Northcote, John Bell, David Henderson, Francis McMahon, Edward Robson, James Ferguson, Isaac Robinson, Robert Barnes and John McKenzie. David Pater-

son being called to the chair, and Alexander Hamilton appointed secretary, the following resolution was adopted, viz., That David Paterson, Richard Woodworth, Joseph Dixon, George Harbron and Alexander Hamilton be a committee to adopt by-laws for the company and report next Wednesday evening at 7 o'clock."

On May 3rd the company met according to adjournment, when the following additional volunteers were admitted: Joseph Willson, George Nicholls, Hiram Piper and Robert Stewart. The committee reported, when the following by-laws were adopted for the future government of the company:

"That for the discipline and regulation of the company, a captain, a first and second lieutenant, a treasurer and secretary be appointed by ballot, to be in office one year.

"That the company meet on the first Monday of every month, at the hour of 6.30 p.m.

"That a majority of the members forming the company, including the captain or lieutenant, be a quorum, and competent to proceed to business.

"That the roll be called at half-past six o'clock, when those absent shall be fined one shilling and three pence, and, if absent for the night, two shillings and sixpence.

"That the fines shall be paid on the first day of meeting after being imposed, and that no exemptions be admitted unless for actual sickness, sickness in the family requiring the attendance of the members, or they being absent five miles from the city on business of necessity.

"That if the fines are not paid to the treasurer on or before the second day of meeting after they are levied, the name of such person or persons offending be reported to the company, and if not paid by the regular meeting night following they shall be expelled.

"That all moneys by fines or otherwise go to a general fund, and be applied from time to time to such purposes as a majority of the company shall direct.

"That it shall be the duty of every member, in case of fire, to repair forthwith to the engine house to assist in conveying the engine to the place of fire, to work it, and to remain there until the fire shall be extinguished, or until discharged by the officer in command.

"That it is necessary for the good order of the company that a fine of one shilling be imposed for disobedience of orders at private meetings, and two shillings and sixpence while on duty with the engine; also that any member who shall be guilty of smoking, using profane language or swearing at any meeting of the

company shall be subject to a fine of one shilling for the first offence, two shillings for the second offence, and expelled for the third.

"That every member of the company wear his fire hat where practice or any duty with the engine is required, on default of which the fine of one shilling and three-pence shall be levied on such person or persons who shall wilfully neglect this rule, unless the person can prove otherwise to the satisfaction of the company.

"That it is expedient, should a vacancy occur, that the company do fill it up as soon as practicable by the first suitable volunteer.

"That all applications for membership to this company be in writing, or through the members of this company, and that they do lie over for one month after being proposed before they can be granted."

After the adoption of the foregoing rules or by-laws, the company balloted for officers for the ensuing year, the temporary appointment of captain and secretary being confirmed. The officers chosen were: First lieutenant, Richard Woodsworth, carried 11 to 7; second lieutenant, A. Rennie, carried 12 to 2; treasurer, Joseph Dixon, carried 8 to 7; first branchman, Robert Stewart; second branchman, John Adamson. The meeting adjourned until the first Monday in June, at half-past six o'clock. A list of the company was sent to the Clerk of the Council.

On Monday, the 5th June, 1837, the company met at half-past six, and was informed that satisfactory arrangements were entered into with the officers of the other fire company respecting the supplies of water; that the city authorities had passed a resolution placing this company on the same footing as the other fire companies of this city, and that the certificates were getting ready. The company appointed the officers a committee to obtain information where coats for those at present unsupplied could be obtained.

On July 3, 1837, the company met at the usual hour. The following volunteered at the first monthly committee to take care of the engine, hose, etc.:—Paterson, Hamilton and Mills. Mr. J. Dickson, seconded by Mr. Mills, moved that Richard Tinning be admitted a member of the company, and rule 12 being suspended, he was elected accordingly. Messrs. Paterson, Dickson and Harbron were appointed a committee to procure caps for the company. Mr. Joseph Wilson, seconded by A. Rennie, moved that Hugh McNeil be admitted a member of the company.

On August 7th, 1837, the company met at the usual hour, when it called upon some absentees of former nights for fines due. Some conversation ensued when fining or

exensing members, who upon the day of meeting should be called away from the city upon business, after which the following clause was ordered to be added to the 5th section of the by-laws, namely, "or that being five miles distant from the city on necessitous business." It was moved by Edward Robson, seconded by John Bell, that the committee appointed on the night in July to procure caps do so forthwith.

On Monday, 4th September, 1837, the company met at the usual place at half past six. The machine was taken out to the door of the engine house, where water being procured it was worked handsomely by the company for a few minutes, the engine performing to the satisfaction of the members, throwing water to the distance of 140 feet horizontally. After working the machine and running the water sufficiently through the hose they were taken in, a number of fines collected, and the cap committee directed to forward the completion of them with all speed. New members proposed were:—Henry Cowan, by D. Paterson and R. Stewart; Richard Owen, by Thomas Mills; Thomas Saunders, by Joseph Wilson and Edward Robson. D. Paterson, J. Miller and H. Piper were the monthly committee for the care of the engine.

On Monday, October 3rd, 1837, the company met according to adjournment, at six o'clock—seventeen members present. The machine being now quite finished, and all the company in good spirits, they got a puncheon of water at the door of the engine house, and ran it through the hose; found all well. On a motion of George Harbron, seconded by Alexander Rennie, that rule 12 be suspended, the members proposed on the evening in December were elected by a show of hands, together with John Bugg, proposed by Robert Stewart, seconded by Mr. Woodsworth. Thomas Smith, proposed by John Bell seconded by A. Rennie.

On Monday, 6th November, 1837, the regular meeting of the company took place at the engine house at half-past six o'clock. Some conversation took place respecting the propriety of having a person appointed to take charge of the engine and keep her in good order and in constant readiness for operation, and also after working to take care to have her immediately cleaned. It was agreed that it shall continue as formerly until the next meeting, during which time enquiry may be made whether some suitable person can be procured for that purpose. Messrs. Miller and Mills agree to call on the captain and assist him in greasing the wheels of the machine. Proposed by R. Woodsworth, seconded by G. Harbron, S. E. Taylor. Proposed by R. Woods-



worth, seconded by G. Harbron, Thos. Storm. Proposed by R. Tinning, seconded by John Bell, John Charters. Rule 12 being suspended at the motion of Richard Woodsworth, seconded by A. Rennie, the above members were elected by a show of hands.

On December 4th, 1837, the regular monthly meeting night, the company met at the usual hour. It was resolved that the name of George Nicholls be expunged for non-attendance. The following new members were proposed, and, rule 12 being suspended, were immediately initiated: Henry Stewart, proposed by John Dixon, seconded by James Ferguson; John Campbell, proposed by Thomas Mills, seconded by Robert Barnes.

On December 5th, 1837, about one a.m., the city was alarmed by the ringing of the fire bell; but on enquiry the alarm was found to proceed not from any fire, but from a report that a number of persons, said to be associated with MacKenzie (noted character for disaffection and opposition to Government), were in the vicinity and approaching the city, for the purpose of burning and pillaging it and overturning the Government. Some of the company believing and some disbelieving the report, some immediately repaired to the City Hall and took up arms, and some repaired to their respective homes. On the return of day, the report being fully confirmed, a number of the members volunteered into various militia for active duty, but the day passed without anything decisive being done, the rebels threatening to attack the city, and the citizens, who were loyal, preparing for their receiving a warm welcome. This day Dr. Holmes' house was burnt by the rebels, and one of their men shot by a reconnoitering party under W. B. Jarvis.

The entry of Wednesday, December 6, 1837, says: "This day Dr. Morrison was arrested, and the volunteers from the Gore and Niagara districts began to arrive."

Thursday, December 7, 1837. This morning the secretary addressed circulars to every member of the company to meet at the engine house at ten o'clock a.m. All not on active duty repaired to the spot, when it was moved by Alexander and resolved that the time is come when Hamilton, seconded by Joseph Wilson, we feel it to be our duty to take arms as an independent volunteer company, to resist the attempt of traitors and rebels to invade our rights and disturb our peace, and that a deputation do immediately wait upon his Honour the Mayor to offer our services in any way he may think proper, and receive his orders. It was moved by Richard Woodsworth, seconded by Joseph Wilson, and resolved that the captain, secretary and treasurer

be the deputation to wait upon the Mayor. Accordingly the Mayor was waited on instantly, when he informed the deputation that he felt gratified and obliged by the voluntary offer of service by the British American Fire Company. He requested, as the safety and defence of the city was by his Excellency the Governor committed to him, that the British American Fire Company would not leave the city, but repair forthwith with their arms and engine, cistern, etc., to the market square and there await his further orders. The deputation returned to the engine house, delivered the orders of the Mayor to the company which were immediately complied with, and with the greatest alacrity by the company, with the exception of Robert Stewart and John Bugg, to supply whose place and fill up deficiencies were proposed (and rule 12 being suspended) elected John Phillips, proposed by Mr. Woodsworth seconded by John Adamson. George Simpson, proposed by Mr. Hamilton, seconded by Mr. Woodsworth. William Walker, proposed by Mr. Hamilton, seconded by Mr. Woodsworth. John Rogers, proposed by Mr. Harbron, seconded by Mr. Adamson. Richard Hastings, proposed by Mr. Peterson, seconded by Mr. Woodsworth. Alexander Simpson, proposed by Mr. Woodsworth, seconded by Mr. Hamilton. John Collins, proposed by Mr. Hamilton, seconded by Mr. Paterson. James Bell, proposed by Mr. Wilson, seconded by Mr. Paterson. Mr. Alexander Simpson being rather old requested leave to resign and substitute in his place his son Robert Simpson. His request was acceded to most cheerfully by the company. The company continued some time on the square exercising when the report was brought that the rebels to the number of 700 or 800 were entering the city by the Don bridge, and our company ordered to be in readiness to give them a warm reception. Immediately after the Mayor ordered the company out with the machine, as the rebels had commenced firing the city in the neighbourhood of the Don bridge. With great spirit the members of the company started for the scene of action, most of them with muskets in their hands and the drag rope in the other, but ere their arrival at the building on fire the enemy had disappeared, not even waiting to see us, much less to fight, the heavy rumbling of the engine and cistern having frightened them into the belief that the cannon was on the track. On our arrival at the bridge our gallant captain ordered the engine into operation, but upon reconnoitering it was found the buildings were beyond salvation, with the exception of the toll house.

The bridge we saved by pulling up some of the planks and pouring water from buckets upon the burning timbers. After the fire was extinguished the company again made its way to the station into the Market Square about 9 in the evening. The committee of the news room granted to us the use of it for a guard room for the night, where we took up our station, the engine being in the vestibule of the market under sentry of our own. An alarm was given in the evening, which was attended to by the company in their usual spirited style, but found to be only a chimney. At midnight the Mayor came in and informed us that he had just received intelligence that about sixty-one of the rebels were but a short distance below the Don bridge and that he wanted volunteers to go with him and attack and secure them. Immediately Thomas Storm, John Rogers, William Duncan, John Phillips, John Collins and Alexander Hamilton volunteered to follow wherever he would lead. To those he added fourteen more with himself and the high bailiff on horseback, and with these he proceeded down the Kingston Road, to the lower toll gate, or the fourth mile tree, when seeing or hearing nobody the Mayor ordered us to return, thanking us most handsomely for the firmness and resolution in following him so far from the city at midnight. About three o'clock we arrived at the guard room again and were welcomed by our comrades. After daylight, the rebels being dispersed and routed in all directions, the company took the machine again to the engine house, but as a precautionary measure, well aware that many incendiary traitors were still in the city, though as yet unknown, it was unanimously resolved that the members of this fire company consider it expedient, under existing circumstances, to hold themselves in active duty as volunteers or firemen night or day.

On the 8th it was moved by Joseph Dixon, seconded by Mr. Miller, and resolved that Robert Stewart and John Bugg be expelled from the company for refusing to take arms as military volunteers in times of imminent danger. During this, as well as the following night, the company kept up a guard of from twelve to twenty men, a party of which were constantly patrolling the streets to prevent fires and arrest suspicious persons. On Saturday, 9th December, 1837, the company was still on the alert, and the patrol still kept up, as also on Sunday, the 10th.

On Monday, January 1, 1838, the regular monthly meeting took place at the engine house. It was enquired into the cause of Henry Cowan's being confined in jail, and found to be on a charge of

high treason; but upon his producing a certificate from R. S. Jamieson, Vice-Chancellor of the province, and one of the commissioners appointed to enquire into the charges of treason of his discharge, he was allowed to remain a member of the company. The company still continued to act as night watch and patrol in conjunction with a number of respectable citizens under Clark Gamble, Esq., the company taking the duty of two nights out of five.

At a special meeting on January 5th. Mr. D. Paterson stated that a number of those whose duty it was to be on duty the preceding evening were delinquent. It was moved by Thomas Mills, seconded by Thomas Storm, and resolved that any member of the company being absent on any night for which by the general consent of the company it is his duty to be on patrol except in case of personal sickness, or sickness in the family requiring his attendance, or procuring a substitute belonging to the company, shall be fined five shillings. The foregoing resolution effecting what was desired, a punctual attendance of the members, the company continued to discharge the duties as city watch and patrol as before, until the formation of a new company of one hundred and twenty men under the command of the Mayor of the city guard, and Alexander Murray, Esq., about the end of the month.

On February 1st there was no alarm of fire. At the regular meeting of the company at the engine house the following Monday, it was moved by Mr. Joseph Wilson, seconded by Mr. John Adamson, that the company consider that the alarm on the 1st February was insufficient, and that the fine be dispensed with. This was lost and it was moved and seconded by the same persons that Mr. S. E. Taylor, David Paterson, R. Woodsworth and A. Hamilton be a committee to revise the rules and regulations of this company and report next monthly meeting.

On Sunday, 25th February, about one of the clock, while divine service was being performed, an alarm took place. On repairing to the spot, fire was found to be in the hall of the Parliament buildings, and had it not been timely observed, would have done immense injury. It was got out without much damage, but remains another instance of the necessity of the care in setting and management of stoves. On the Sunday, at half-past eleven p.m., there was another alarm from a small house in the rear of Mr. John Bell's, on Richmond street. The water being very difficult to get, the building was burned to the ground. Fortunately there was no wind, and the injury was stayed with the destruction of



the one. It is remarked that only three puncheons arrived altogether. On the following day, at 3 p.m., there was another fire; the malt kiln of Scott & Lynch, in Ducess street, took fire and was destroyed, but by the timely aid of the engine and a good supply of water the connecting building was saved.

On Monday, 5th March, 1838, the company met and collected 6s. and 3d. in fines. Mention was made to the company of the circumstances of the old company's dissolution, and the new organization of the fire department, which had their cordial approbation. New members elected in were: Thomas J. Preston, proposed by S. E. Taylor, seconded by H. Stewart; William Hamilton, proposed by A. Hamilton, seconded by S. E. Taylor; Joseph Hodgson, proposed by Mr. Paterson, seconded by Robert Simpson; William Donaldson, proposed by Mr. Harbron, seconded by Mr. Woodsworth. It was moved by Samuel E. Taylor, seconded by Mr. Woodsworth, and resolved, that the eighth section of rules of the company be amended by adding that no fine shall be exacted from members who shall not hear any alarm of fire occurring between the hours of 6 o'clock in the morning and 10 o'clock in the evening. It was suggested that there was necessity of the members of the company being acquainted with the manual and platoon military exercise, and it was enquired who were willing to attend two evenings in the week to be drilled, when the following gave in their names: David Paterson, Alexander Hamilton, Richard Woodsworth, George Harbron, George Simpson, John Adamson, Thomas Saunders, Joseph Willson, John Phillips, Thomas Smith, Samuel E. Taylor, Thomas Storm, Henry Stewart, John Campbell, John Rogers, Richard Hastings. The meeting adjourned until the next Monday, the 12th instant.

On Monday at half-past six o'clock the company met at the engine house. The captain then read the communication from the clerk of the Common Council, informing the company, through him, of their re-appointment under the amended fire law as one of the city fire engine companies, and that in consequence this night the company is called upon to elect new officers for the ensuing year, Mr. Paterson in the chair and Mr. Wilson secretary. Whereupon it was moved by Mr. Bilton, seconded by Mr. Storm, that rule the 12th be suspended for the evening and the officers be elected by a show of hands. This was carried. It was moved by Alexander Hamilton, seconded by Joseph Dixon, that David Paterson be captain of this company from this night until the first Monday in May one thousand and one hundred and thirty-nine.

This was carried unanimously. It was moved by George Bilton, seconded by Alexander Hamilton, that Joseph Wilson be first lieutenant from this night until the first Monday in 1839. This was carried. It was moved by Thomas Storm, seconded by Joseph Dixon, that Alexander Rennie be second lieutenant of the company until the first Monday in 1839. This was carried. It was moved by Thomas Storm, seconded by Thomas J. Preston, that Joseph Dixon be treasurer of the company until the first Monday in 1839. Carried. Moved by Thomas Storm, seconded by George Bilton, that Alexander Hamilton be secretary of the company until the first Monday in May, 1839. Carried. Moved by Mr. Hamilton, seconded by Mr. Dixon, that Ed. Robson and John Adamson be branchmen. Carried. Moved by Mr. Hamilton, seconded by Mr. Saunders, that William Duncan, James Bell and William Hamilton be section hosemen. Carried. Moved by Mr. Hamilton, seconded by Joseph Dixon, that a committee be appointed to examine the treasurer's account and report at the next monthly meeting, and that Messrs. Joseph Willson, Thomas J. Preston, Henry Stewart, George Harbron, Thomas Storm do compose said committee. Carried. Moved by Thomas Storm, seconded by Ed. Robson, that the captain, lieutenants, secretary and treasurer do form a committee to examine and report on the by-laws of the company on the next monthly meeting night. Carried. The utmost harmony prevailed at the meeting.

On Monday, 7th May, 1838, the company met, and after having ordered two carters to bring up water from the bay, ran through the hose, found them in good order, took off the horse and ran the machine up to the corner of King street up to the Club House, and trying her there found her able to throw water over it. After exercising some time there and being satisfied with her operations, they took the machine in, collected some fines and adjourned until the first Monday in June.

On Monday, June 4th, 1838, the company met at half past six o'clock; called the roll, took out the machine to King street, where having some hogsheds of water ready, the force was tried over the Commercial Bank. This building was afterwards the Globe office, and the site is now (1895) partly occupied by the Bank of Commerce. It was found that the machine worked well, throwing fully 20 feet over the tops of the chimneys of that high building. After trying her satisfactorily, they returned to the engine house, collected 20 shillings of fines, after which the following resolution was moved by Alex-



ander Hamilton, seconded by Joseph Dixon, and unanimously adopted:—That in consequence of the requisition now being made for city guards to be in readiness, to act in case of any sudden emergency, this company felt it a duty incumbent on them to offer their services to the Adjutant-General, expressing their willingness as a body to defend the lives and properties of their fellow-citizens to the utmost of their power, and that a deputation of this company be made to carry the above into effect. After the passing of the above it was noticed that it was in contemplation to have a jubilee procession on the 26th of the month, being the Queen's coronation day, but as nothing special had been done about it, it would be again laid before the company on Thursday evening at 7 o'clock, to which time the company adjourned. The deputation appointed to communicate the resolution of the company was D. Paterson, Joseph Wilson and Alexander Hamilton, being informed that the most effectual way to obtain an immediate attention to their business was to address a letter to the Adjutant-General; did so by A. Hamilton, secretary of the company, and of which the following is a copy:—

Toronto, 5th June, 1838.

From the call made upon our fellow-citizens of the militia to volunteer, the British American Fire Insurance Company have felt it to be their duty to pass the following resolution:—That in consequence of the requisition now being made for city guards, to be in readiness to act in any case of sudden emergency, this company feel it a duty incumbent upon them to offer their services to the Adjutant-General, expressing their willingness as a body to defend the lives and property of their fellow-citizens to the utmost of their power. I would here inform you that this company did unanimously on the rebellion breaking out take up arms, and for a considerable length of time act as a patrol, but as things began to wear a more peaceable aspect many of them, at the order of the Mayor returned their arms, but as from present reports and appearances the company is led to believe the most important crisis is yet to arrive, they are desirous to obtain arms to equip them all and be regularly drilled, so when their active service by the Government may be demanded they may be more effective. The company is composed of true and loyal men and is forty strong. The company adjourned until Thursday evening next, at or before which time your answer to this is respectfully requested.

ALEXANDER HAMILTON, Sec.

B. A. F. Company.

To R. Bullock, Esq., Adjutant-General.

The answer to the foregoing letter to the Adjutant-General was:

Adjutant-General's Office,

Toronto, 6th June, 1838.

Sir,—With reference to your letter of yesterday, I beg to acquaint you that his Excellency the Lieutenant-Governor fully appreciates the loyalty and zeal which have prompted the British-American Engine Fire Company to come forward for the maintenance of our country and its institutions; but at the same time, under the present aspect of circumstances, his Excellency does not deem it necessary to call for their active exertions; these his Excellency has no doubt shall not fail, should the exigency for them arise, in which case he will have no hesitation in having recourse to their offer. I have the honour to be, sir,

Your most obedient servant,

RICHARD BULLOCK,

Adjutant-General Militia.

On Thursday, June 7th, 1838, the company met according to adjournment at 7 o'clock, to receive the report of the committee appointed to wait upon the Adjutant-General, when the communication preceding was read and approved, after which a conversation took place upon the expediency of instituting in the company a benevolent society. In order to do something of the kind, it was moved by Mr. Bilton, seconded by James Bell, and resolved, that the officers of the company be a committee to draft some rules for the government of the company as a benevolent society, and report next meeting night. It was moved by Mr. Boulton, seconded by Mr. Miller, and resolved, that the officers be a committee to prepare for a procession upon the coronation day. Accordingly the officers met those of the hook and ladder and Toronto fire engine companies at the house of Mr. Baker, known as the "Black Swan," where it was agreed, it being so decided that the British-American Fire Engine Company should take the first place in the procession, the hook and ladder the second, and the Toronto company the last place, and to meet at their respective quarters at the hour of 6 o'clock p.m., on the 28th inst.

On the 28th the company met at the engine house. After a short time the hydraulic engine, owned by Watkins and Harris, hardware merchants, King street, east of St. James' Cathedral, drawn by a horse and having a handsome flag on it, came up, when the company, preceded by the assistant engineer No. 1. Richard Woodsworth, with the engine, drawn by four horses, with banner and flags of a splendid description, proceeded to the City Hall, in front of which they were joined by the fire com-

panies mentioned before, and, after being arranged by the chief engineer, accompanied by the united bands of the Queen's Foresters and Rangers, proceeded down King street to Berkeley street, up Berkeley street to Duke street, up Duke street to New street, up New street to King street, up King street to Government House, through the Court yard and up Graves street to Lot street, down Lot street to Yonge street, down Yonge street to Front street, down Front street to Church street, up Church street to King street, down King street to City Hall, where, leaving the machines in front, they repaired to the Council room where a collation was being prepared for them by the stewards, of which they partook and then withdrew to their respective quarters, the display being considered one of the most gratifying the citizens of this place ever witnessed.

On the 18th July, 1838, the Mayor having written a note to the chief engineer to request the fire companies to assist to receive the Earl of Durham, the chief addressed a copy of it to the various companies, on which the captains immediately gave notice to the members to attend at the engine house at 2 o'clock, from which they took their way to the City Hall, where, being congregated together and being joined by the members of St. Patrick, St. Andrew and St. George Societies, and preceded by a band of music and the members of the City Council, they proceeded to the Government wharf, and, separating and lining the wharf on both sides, awaited his landing from the steamer *Cobourg*, then in sight. About 4 o'clock his Excellency landed, accompanied by Lady Durham, a numerous suite, Sir John Colborne, and an excellent band, when Sir George Arthur and all the heads of departments, in addition to the companies mentioned, received him, and Sir George, taking the Earl, and Sir J. Colborne taking Lady Durham, they walked up the wharf, the companies closing behind them in procession until they came to the carriage in waiting, which, entering, they proceeded to the Parliament buildings, the stone steps being carpeted and having the crimson chair of state waiting his reception. After arriving, the Mayor read and presented his address from the citizens and Earl Durham read and presented an answer, which was enthusiastically received, after which he delivered an extemporaneous address assuring the citizens and spectators of his disposition to serve them. The number supposed to be present was about 10,000 persons, men, women and children, the most numerous and splendid display ever made in the city, one that surprised the Earl of Dur-

ham and his attendants, as was afterwards expressed by him. On the following day, business of importance calling the Earl below, his stay was necessarily limited. The same arrangements being made by the companies, corporation and societies as the day before, at 3 o'clock they proceeded to and lined Mr. Brown's new wharf, east of the foot of Scott street, and there awaited the arrival and departure of Earl Durham and suite. At five they appeared in their carriages and approached the boat by the wharf, when a most violent thunder-storm suddenly coming on, drenched such as could not get shelter and prevented the Earl from addressing the spectators, as it was supposed he wished. However, after the shower was passed the boat pushed off, the Earl showed himself bowing to the numerous spectators, who kept cheering him till at a great distance out in the bay.

On Monday, 4th April, 1842, the company met at the usual hour, when, in consequence of the desire of the company to be in possession of a lion of their own without the difficulty of procuring one for processions similar to the last, by being under obligations of borrowing from Mr. Parkiss or any other person, it was moved by Mr. George Bilton, seconded by Mr. Thomas Storm, and resolved that Mr. Paterson do purchase a carved and gilt lion for the use of the company on procession days.

On July 10, Monday evening at 7 o'clock, the company met to receive the report of the committee appointed to enquire into the expenses of procuring a lion as a badge of distinction for the company. A specimen from a wood engraver was presented, but it was in so unfinished a state as to be unfit to decide upon; it was therefore left with the committee, to whom was added the secretary, and if, when finished, it pleased them, they were given power to complete the badges for the whole company. The subject of hand grips for the hose and hooks for fastening them on ladders and roofs were also spoken of, and those present agreed to sustain the captain in carrying the measure out and in defraying expenses, or have the expenses defrayed out of the funds of the company in case the corporation refused the necessary aid from the funds of the city. It was resolved that the secretary be directed to address a letter to the Chief Engineer calling his attention to the absolute necessity of increasing the number of hydrants in order to afford an adequate supply for the fire department, as well as having a proper head of water in the reservoir to render those already



effected efficient, their inefficiency being so apparent as to create general dissatisfaction.

Scarcity of water being a matter of such frequent occurrence, the company adopted and published the following resolution:

**The Water Company—Complaint of a Want of Sufficient Supply by the Fire Brigade.**

At a meeting of the British American Fire Engine Company, held in their hall Monday evening, the 5th inst., the subject of the frequent deficiency of water at fires, particularly at the fire on John street on the morning of the 5th inst., being brought under consideration, it was unanimously resolved: That the company cannot too strongly urge upon the city corporation and the various insurance companies the necessity for some immediate and energetic steps being taken to supply the engines with water at fires. The so-called water-works, for which the citizens are taxed so heavily, are, in general, of little service in case of fire, and might with advantage to the safety of the inhabitants be at once shut up. That this was particularly manifest at the fire on John street, on the morning of yesterday, the 6th inst., when for upwards of half an hour after the engine of the company had been on the ground, and in connection with one of the hydrants, water sufficient to work even for a few minutes could not be obtained, and for want of which a very large amount of property was destroyed, or rather sacrificed, by trusting for a supply of water to the water-works. That if some sufficient means to compel the water company to fulfil their obligations to the citizens be not adopted, or some other means be not devised to provide an ample supply of water for the engines at fires, the members of the fire company cannot be expected to remain associated in a service, which, thus rendered inefficient, must become dishonourable. It was also resolved that a copy of the foregoing resolutions be forwarded to the city corporation, to the offices of the different insurance companies and the various newspapers.

(Signed) DAVID PATERSON, Captain.  
JAMES PRICE, Secretary.

April 5th, 1847.

At a special meeting, October 13th, 1847, Mr. Morris having taken the chair, it was resolved that the company turn out to receive the Governor-General on Friday. Accordingly the company assembled at 3 o'clock, to join in the procession to meet the Governor-General, and, after escorting his Excellency to the Mayor's residence, returned to the engine house and held a special meeting.

At the monthly meeting, May 1st, 1848, the company met as usual, Mr. Paterson in the chair. After collecting a few fines Mr. Paterson left the chair, and Mr. D. Maitland was appointed chairman for the evening. The company then proceeded to elect officers for the ensuing year. Those declared elected were as follows: For captain, Sproatt 10, Morris 9; for first lieutenant, Morris, unanimous; for second lieutenant, Robson 10, Alderdice 8; for secretary, Pell unanimous; for treasurer, Walker unanimous.

At the monthly meeting, August 7, 1848, the company met as usual, the captain in the chair. The committee for auditing the reports reported to have found them correct and satisfactory, the company having a balance in the treasurer's hands of £7 7s. 6d. By order of the committee the following accounts were handed over to the treasurer, and ordered to be paid: Ross Mitchell's account for coat, W. Landon's account for ale, Mr. Doel's account for ale. The captain reported to the company the intelligence that the ladies of Toronto intended to present to them a banner on Thursday, the 10th inst., in the grounds of the old Government House, at two o'clock p.m., and at a special meeting of the officers of the brigade the several companies were requested to meet in gala procession in order to receive the banner with due respect, and that the men in connection with the Hamilton Fire Brigade and corporation partake of refreshment in the evening, to be paid for by each member of the different companies contributing the sum of one shilling and three pence. It was resolved to meet at the hall on Thursday at 1 o'clock in full regalia to take part in the procession. Accordingly on Thursday, August 1, 1848, at the hour of 1 o'clock p. m., the company met in full regalia and proceeded to the government grounds in connection with the other companies to receive the splendid banner presented by the ladies of Toronto to the fire brigade, after which the procession proceeded down King street and up Front street to Church street to the Church street fire hall. At 5 o'clock p.m. they went in procession to Mr. Beard's new building on Church street, on the north-east corner of Colborne and Church streets, afterwards Beard's hotel, to partake of refreshments. On the whole the procession was decidedly the best of the kind which Toronto has ever seen, notwithstanding the day was most oppressively hot and disagreeable.

The preceding to a certain extent anticipates history, but is given as the complete records of No. 3 Engine Company from its minute book.

To return to the history proper



of the Fire Department we find that on April 12, 1834, in Council, Ald. Lesslie moved, seconded by Ald. Harper, "That until the fire department is placed under the regulation of the Council, the Mayor be authorized to direct the issue of tickets to carters furnishing water at fires (as has been customary) under the direction of the captain of the late York Fire Company." Carried.

The above resolution is the first official record relating to the fire department of Toronto in the minutes of the municipal corporation of the City of Toronto.

Two days later the first Fire and Water Committee of the city was appointed, and consisted of Ald. Carfrae and Lesslie and Councilman Doel.

The first report of the Committee on Fire, Water, etc., was brought up on the 23rd April, 1834, and is as follows: "Your committee, in the discharge of the duty entrusted to them, beg to offer a few general suggestions, which they deem of importance, previous to submitting for your approval a bill for the prevention of the calamities to which the inhabitants of the city are exposed in cases of fire. In the present state of the city in regard to its wealth and means of improvement, the cause from which the greatest danger of fire arises cannot be altogether obviated. Buildings of wood must necessarily be allowed to be erected in the city for many years, until by the improvement of the Mechanic Acts buildings of a more substantial character may be constructed at less expense than they can now be, or until by the increase of the wealth and the improved facilities of its communication, stone for buildings shall be brought in in such abundance as to do away with the inducements which now lead to the erection of wooden houses. \* \* \* The value of ground on each side of King street having of late years been greatly enhanced, as affording the best stands for places of business, your committee are led to believe that the proprietors of lots could without difficulty or diminution of their rents lease them to persons who would erect brick buildings thereon, were there to be a city ordinance against the erection of those of wood. Should it be considered inexpedient, however, to attempt to enforce a regulation of this kind, the danger arising from wooden houses, especially when constructed in contiguous ranges, may be greatly lessened by the erection of brick party walls of sufficient thickness to prevent any part of the wood of one house from being affected by fire arising in those adjoining it. (Sd.) "THOS. CARFRAE.

"JAMES LESSLIE.

"JOHN DOEL."

On 17th June, 1834, the following were appointed fire inspectors for the several wards of the city: John Dennis Johnson, for St. George's, St. Andrew's and St. Patrick's; Exaveras Clinkunbroomer, for St. Lawrence and St. David's.

Less than a month later the chairman of fire, water, etc., in his report, said: That, as the citizens have come forward and subscribed liberally for the purchase of a fire alarm bell, and, as it is also absolutely necessary that some plan should be adopted for conveying the alarm in case of fire to the respective firemen, who are scattered over the city, and, as the safety of the city and the preservation of property depends greatly upon promptitude of the firemen in attending at the place of conflagration, the committee, therefore recommend to the Council the propriety of seconding so laudable an object by granting the sum of seventy-five pounds to carry the plan into execution.

The report was received, and adopted, and the amount voted. William Musson, Robert Emery, Malcolm McLennan, John Armstrong, and David Peterson were appointed commissioners to expend the same.

The ordinary expenses of the fire company in the first year of Toronto's history as a city amounted to £17, 35s 5 1-2d, including payment of officers, men, extra carters, etc.

The appliances at the time consisted of two hand engines, hose reels, and one hook and ladder truck.

The second hook and ladder company was organized in 1835, when a sum of £55 was voted in Council to the members for the purpose of securing uniforms.

In 1837 a considerable amount of repairing was done to the fire engines and other apparatus by the orders of the captains, and the bills sent in to the Committee on Finance and Assessment, who sent them in to the Council, recommending them to be paid, and at the same time protesting against the expenditure of so much money without special permission from the Committee on Fire, Water, etc. The Council upheld the committee in their report. The sums which had been spent amounted to £32 18s. 10d.

In March, 1838, the various fire companies were entirely reorganized by order of the Council, and all men who wished to become or to continue firemen had to report themselves to the Clerk of the Council before they were considered eligible; also to say to which fire engine or fire company they wished to belong.

In October, 1838, there was a good deal of excitement among the different fire companies as to whether the office of chief engineer of the department was

necessary or not, and petitions were sent to Council, two against the appointment and one in favour of it. The petitions were referred to the Committee on Fire and Water, who thought that not only was the office of chief engineer necessary, but that to make the companies thoroughly efficient it would be well to have an assistant engineer, and recommending Mr. Robert Beard, captain of the hook and ladder company, for the position. This was adopted by the Council, and carried out. At the same time a new fire company was organized to take

the City of Toronto, to whom good wages will be given for a year and sure payment. Apply to J. Webb, Fire Inspector.

N. B.—J. W. has one young man two years employed, who knows the inhabitants and their manners.

The Fire Inspector requests that the editors of the papers in this and the lower provinces will give the above an insertion.

In 1840 the hook and ladder company occupied the north side of the Church street building, the engine No. 2 the middle, and engine No. 1 the south side,



THOMAS D. HARRIS, CHIEF OF BRIGADE 1837-1841.

charge of the No. 2 engine, and the old company disbanded.

In August, 1839, on the occasion of a big fire, the fire companies more than usually distinguished themselves, and the 32nd Regiment turned out and helped to extinguish the flames. The Council passed a resolution of thanks, both to the companies and the regiment, for their valuable services on that occasion.

The following advertisement is found in the British Colonist of February 6, 1839:

Wanted—As soon as possible, three sober active men to sweep the flues of

the three apartments being connected by doors. The first engine of the No. 2 company was what is called a "goose neck," from the fact that the hose was attached to a pipe curved like the neck of a goose, and rising about three feet above the deck of the engine, or machine, as it was more familiarly known. Each of these goose necks had a cistern or water tank attached to the rear of the engine. The suction hose was kept at the side of the engine on a wooden rod, and when it was wanted for duty it was drawn from the rod, and one end of the hose was screwed

to the valve of the engine in rear, and the other shoved into the aperture in the cistern, where a leather apron was attached and a strap buckled round to keep the water in. The cistern would hold four or five puncheons of water. This engine was named the Toronto.

In May, 1841, the chief engineer, Thomas D. Harris, resigned his position in the department, and the Council passed the following resolution: "That the thanks of this Council are justly due to Thomas D. Harris, Esq., late chief engineer of the Toronto Fire Department, for his valuable services as a most important officer of this Council, and that his Worship the Mayor be requested to

their apparatus. During the year 1842 the first signs of the real organization of the fire department began to appear.

The next fire company—No. 4—were organized in 1842. Thomas Mara was their first captain. Their first engine was a goose neck, and their second a piano machine, built in Temperance street by William Marks. She was larger, yet in style much the same as engine No. 2. This company had its first hall in old St. Patrick's market, the entrance being at the east side of the building. It was located here for years, but in the fifties the engine was housed in a building on the south side of Queen street, about seventy-five feet from the corner of John



ST. PATRICK'S MARKET—FIRST FIRE HALL FOR NO. 4 COMPANY, ORGANIZED 1842.

communicate these sentiments of the Council upon his retirement from the office of chief engineer."

He was succeeded by Mr. Robert Beard. In the same month the resignation of Mr. R. Woodsworth, assistant engineer of the fire department, was received and accepted, and Mr. Joseph Wilson was appointed first assistant engineer, and Mr. William Atkinson second assistant engineer of the Toronto Fire Department.

In the autumn of 1841 the Bay street fire hall was built on the site which it now occupies. For this purpose the Council voted a sum of £200. The accommodation up to that time had been very bad, and the members of the brigade had petitioned the Council several times to give them a better place for keeping

street. The present hall forms part of this building.

In June, 1845, the Firemen's Benefit Society was organized, and the members of the City Council were asked by petition from the chief engineer of the Fire Department, to become the patrons of the scheme, which they agreed to, at the same time thanking the department, through the chief engineer, for their laudable suggestions for the improvement of the Fire Department. The sum of £50 was also appropriated out of the funds of the city as a donation towards the funds of the newly-formed society. The main objects sought were the providing for firemen who might be disabled at fires, or, in the event of death, for their widows and children.



Previous to 1846 various acts had been passed relative to the fire regulation of the city. In or about that year the following fire regulations were adopted in one act. This is the act:—

Whereas, it is expedient and will be found convenient to amend and reduce into one act the different enactments for preventing and extinguishing fires, and for regulating the conduct of the officers and men belonging to the several fire companies, and of other persons who may be present at any fire; be it herefore enacted by the Mayor, aldermen and commonality of the city of Toronto in common Council assembled, as follows:—

Sec. I.—That from and after the passing of this act, an act entitled “An act for the prevention and extinguishing of fires,” be, and the same is hereby repealed.

Sec. II.—That the Fire Department of the city of Toronto shall consist of one chief engineer, etc.

Sec. III.—That the different engine, hook and ladder, hose and protection companies shall choose out of their own number their own officers, etc.

Sec. IV.—That it shall and may be lawful for the officers of the different companies on the first Monday in May of each year to transmit to the clerk of the common Council the name of three fit and proper persons for each of the offices of chief and assistant engineers.

Sec. V.—The chief engineer, or, in his absence, the senior assistant engineer, shall have the sole and absolute control over all the engines, etc.

Sec. VI.—It shall be the duty of the officers and members of the several engine, hook and ladder and hose companies, whether a fire shall break out in the said city, to repair forthwith to the respective engine houses and thence to convey such engines and other apparatus in as orderly and expeditious a manner as possible to or near the place where such fire may be, etc.

Sec. VII.—The Clerk of the Common Council shall grant to each member of each engine company, hose company and hook and ladder company a certificate that he is enrolled in the same, which certificate shall entitle such person to the exemptions prescribed by the general laws of the province.

Sec. VIII.—Upon occasions of fires it shall be the duty of the Property Protection Committee to repair thereto, and with their best endeavours to save furniture, merchandise and other property from the fire, and to convey the same to places of safety; the senior officer of the said company present shall have the sole command and control of said company; and it shall be lawful for him to require

the aid of any male inhabitant of the city between the ages of sixteen and sixty years, who is not assisting in extinguishing the fire, to assist in carrying his orders into effect.

Sec. IX.—In order that the engineers, officers of companies and members composing the fire department may be more readily distinguished at fires, they shall be respectively required to wear such dress, cap and other insignia as the standing Committee on Fire and Water shall direct.

Sec. X.—The Mayor and aldermen of the city, present at any fire, are hereby authorized to command any male inhabitant thereat to assist the fire department in extinguishing the fire, and to remove and arrange any persons at or near the fire in such manner as may be necessary to allowing and aiding and assisting the fire department the more effectively to discharge the duty, and in order that the said Mayor and aldermen may be more readily recognized and known, they shall bear a wand with a gilded flame at the top, and each and every person who shall refuse to comply with such orders given as aforesaid shall be liable to be sent to the common jail of the city, and further dealt with as the Mayor and aldermen may determine.

Sec. XI.—All the licensed carters of the city liberties are required to attend all fires for the purpose of conveying water to the same; and to secure the utmost promptitude the following premiums will be awarded to such licensed carters or others: To any carter or other person who shall with his horse draw the first engine or fire apparatus to the fire the sum of ten shillings, and to any carter or other person who shall with his horse draw any of the subsequent engines or other apparatus to the fire the sum of five shillings; to any person for the first puncheon of water furnished to any engine the sum of one pound five shillings; for the second the sum of fifteen shillings, and for every puncheon afterwards required by the chief engineer or officer commanding the fire department the sum of one shilling, but no carter shall be entitled to any premium whose puncheon is not three-fourths full when delivered to the engine, nor shall any carter leave the fire, except for the purpose of bringing water to the engine, until discharged by the officer in command of the fire department.

Sec. XII.—That no person or persons shall hereafter pass or cause to be passed through any portion of wood or wood and lime, or through any wooden floor in any house or building within the said city or liberties any stove pipe, or without

leaving six inches clear between the pipe and such partition or floor.

Sec. XIII.—That no occupant or occupants of any house or building within the said city or liberties shall permit any pipe holes not in use in any chimney in such house or building to remain open and not closed with a stopper of metal or other incombustible material.

Sec. XIV.—That no occupant of any house shall pass a stove pipe through the top or sides of any wooden house, outhouse, fence, or any building whatever, owned and occupied by him, her or them in the said city, unless the same shall pass through a stone or chimney of brick and mortar.

Sec. XV.—That no person or persons shall hereafter place any stove in any house or building in the said city or liberties without leaving nine inches clear from any woodwork immediately above such stove, and seven inches from any woodwork opposite the sides of the same, and at least eight inches from the floor, and all stoves shall be furnished with a metal ash-pan, to be placed under the door of the said stove.

Sec. XVI.—That no proprietor or proprietors of any house or building in which there shall be one or more chimneys within the said city or liberties shall neglect or fail to have on his, her or their houses or buildings, or aforesaid, one or more ladders, or shall neglect to have all ladders to chimneys well and safely fastened thereto with iron hooks, or shall neglect or refuse for eight days after being required by the fire inspector to furnish or repair the same, as the case may be.

Sec. XVII.—That no person or persons shall set fire to any shavings, chips, straw or any other combustible matter for the purpose of consuming the same in any street, square or lane in the said city or liberties, or within any enclosure within fifty feet of any building, or shall carry or keep, or suffer to be carried or kept, any lighted candle or lamp in any livery or other stables within the said city or liberties unless such lamp or candle shall be enclosed in a lantern or shade so as to prevent any accidents from fire therefrom.

Sec. XVIII.—That no person shall smoke or have in his or her possession any lighted cigar in any stable, carpenter or cabinet makers' shop, or other shop or building where straw, shavings or other combustible matter may be, or shall carry fire through any of the streets, squares, lanes or court yards in the said city or liberties, except in some covered vessel or fire pan.

Sec. XIX.—That no person or persons

shall place or keep ashes removed from stoves or fireplaces in any wooden box or other wooden vessel, or near any wooden partition, in his, her or their house or houses in the said city or liberties, or in any outhouse or shed, or shall place or permit to be placed any hay, straw or any other combustible material uncovered in his or their court yard, or any lot of ground within one hundred feet of any building.

Sec. XX.—That no person or persons shall fire or discharge any gun, fowling piece or fire arms, or shall set fire to any cracker, squib, serpent or other fireworks in any of the streets, lanes or squares of the said city.

Sec. XXI.—It shall be the duty of the fire inspector to cause to be well and effectually swept, from the first day of November to the first day of April, in each and every year, each and every flue or chimney in use in the city once in each six weeks, and for the remainder of the year once in every two months, and he is hereby authorized and empowered to demand and receive the following rate and charges, viz., the sum of fourpence for each and every time he shall cause to be swept any flue in any house or building which does not exceed in height one storey; the sum of sixpence for each and every time he shall cause to be swept any flue in any house or building which does not exceed in height two storeys above the ground; the sum of sevenpence half-penny for each and every time he shall cause to be swept any flue in any house or building of any greater height, which charge shall be paid by the occupier of every such house, tenement or building.

Sec. XXII.—That no occupier or occupiers of any house, tenement or building shall refuse to let his, her or their chimney or flues be swept in the manner and as often as before provided.

Sec. XXIII.—That in all cases where any chimney shall catch fire within the said city or liberties, either within the time prescribed by this act the regularly sweeping of the same, or in consequence of the same having been not regularly swept, the Fire Inspector shall himself be liable to the same penalty as is prescribed for the breach of any of the other provisions of this act.

Sec. XXIV.—That it shall be the duty of the Fire Inspector to accompany in person the chimney sweepers in their rounds through the city or liberties, to see they discharge their duty in proper manner and without unnecessary annoyance or trouble to the householders, and it shall be his duty to give to each householder within the city at least one day's notice of the time when he will attend to



sweeping the chimneys of such householder.

Sec. XXV.—That it shall be the duty of the Fire Inspector to make a report to the clerk of the common Council on each and every Monday of the year, by 10 o'clock in the forenoon, containing all the infractions of this act, by whom and where committed, and shall prosecute to conviction when practicable such offenders.

Sec. XXVI.—That no person or persons shall refuse after any flue or chimney shall be swept as aforesaid, to pay the rate or charge authorized to be demanded by the Fire Inspector.

Sec. XXVII.—That no person or persons other than the Fire Inspector or Inspectors appointed by the common Council shall sweep or cause to be swept for him, or gain any chimney or flue in the said city or liberties.

Sec. XXVII.—That any person guilty of any of the infractions of the provisions of this act after the 10th section thereof, on conviction before the Mayor or any one or more of the aldermen, shall forfeit and pay at the discretion of the Mayor or alderman or aldermen convicting, a sum of money not exceeding £5, nor less than 2s 6d, and in default of payment of the fine, together with the costs of prosecution, it shall be lawful for the Mayor or alderman convicting to issue his or their warrant to levy the sum by distress and sale of the offender's goods and chattels, and in case of no sufficient distress being found whereof to make the amount of fine and costs, it shall and may be lawful for the Mayor or alderman or aldermen, as aforesaid, to commit the offender or offenders to the common jail of the home district for any period not exceeding 30 days or less than one day.

Another regulation at this time was that in case of fire both bells of St. James' cathedral were to be rung. The keys of the church were kept at W. Atkinson's city buildings, and at the Police Station, West Market place.

In 1846 the Fire Department of Toronto consisted of the following officers, companies and halls:—Chief engineer, Robert Beard; assistant engineers, Joseph Wilson and Thomas Miles.

Fire Engine Company No. 1, "York," Henry Welsh, captain; station Fireman's Hall, Church street.

Fire Engine Company No. 2, "Rescue," William Reynolds, captain; station, Fireman's Hall, Church street.

Fire Engine No. 3, "British America," David Paterson, captain; station, Fireman's Hall, Bay street.

Fire engine No. 4, "Victoria"; A. De

Grassi, captain; station, St. Patrick's Market.

Hook and Ladder Company No. 1, "Toronto"; H. Piper, captain; station, Fireman's Hall, Church street.

Hook and Ladder Company No. 2, "Hercules"; J. Armstrong, captain; station, Fireman's Hall, Bay street.

In December, 1846, Chief Engineer Beard, of the Fire Department, sent in his resignation, which, after being referred to a select committee, was accepted. At the next meeting of the Council the first and second engineers sent in their resignations, which were also accepted. Mr. James Armstrong was the next chief engineer, but it was not till March, 1847, that Mr. A. De Grassi and Mr. Hiram Piper were appointed as first and second assistant engineers of the department.

A by-law was passed in September, 1847, which provided for the issue of debentures for the sum of £1,000 for the use of the Fire Department. This is the first really large appropriation for the use of that department that there is any record of, and, to judge from the number of times it had been asked for, it was very badly needed.

The officers selected by the Council for 1848 were:—Mr. Robert Beard, chief engineer; Mr. Thomas Mills, first assistant engineer, and Mr. Edwin Butt, second assistant engineer.

In May, 1849, the chief engineer, and the assistant engineers of the fire department, as well as some of the fire companies, sent in their resignations to the Council, and this led to an entire reorganization of the brigade being resolved upon and carried into effect shortly afterwards. A tax of threepence in the pound was levied to provide funds for the maintenance of a thoroughly efficient and well equipped fire brigade. Late in the same year Mr. Thomas French and twenty-three other members of the old fire brigade; Mr. Jos. Beard and twenty-five others; Mr. James Ashfield and thirty-five others, applied in a body to the Council for permission to become part of the re-organized brigade, which was granted them. The officers chosen for the fire brigade in 1850 were: Mr. Robert Beard, chief engineer; Mr. Edwin Butt, first assistant engineer, and Mr. William Reynolds, second assistant engineer.

In 1850 the fire companies of Toronto and their officers were:—

Chief engineer, Robert Beard; first assistant, Edmund Bell; second assistant, William Reynolds; fire warden, James Armstrong.

Fire Engine Company No. 1, "York"—Captain, S. Garside; first lieutenant, John Iredale; secretary, James Davis; treasurer, James Paterson.



Fire Engine Company No. 2, "Toronto"—Captain, A. Ardagh; first lieutenant, W. Martin; second lieutenant, —. Carruthers; secretary, John Roddy; treasurer, James Evans.

Fire Engine Company No. 3, "British America"—Captain, H. Sproatt; first lieutenant, C. Rowell; second lieutenant, George Piercy; secretary, John Doel; treasurer, Charles Walker.

Fire Engine Company, No. 4, "Victoria"—Captain, Francis French; first lieutenant, Job Baker; second lieutenant, James Beaty; treasurer, G. Simpson.

Hook and Ladder Company No. 1, "Toronto."—Captain, Jos. Bird; first lieutenant, Robert Kirk; second lieutenant, F. Milligan; secretary, John Wallace; treasurer, S. McLean.

Hook and Ladder Company No. 2, "Hercules."—Captain, William Hill; first lieutenant, John Johnson; second lieutenant, Thomas Graham; secretary, Hugh Close; treasurer, W. Lownsbrough.

Hose Company No. 1, "Niagara."—Captain, William Stephens; first lieutenant, James Addison; second lieutenant, Robert Lewis; secretary, John Reid; treasurer, W. Morrison.

On the 28th January, 1850, an act was passed to provide for the erection of party walls, and to prevent the erection of buildings dangerous in promoting fires within certain limits. This act provided that:

All buildings within the limits of George street on the east to the centre of York street on the west; from the centre of Adelaide street and Duke street on the north to the bay on the south, are to be divided into five classes. All churches, chapels, distilleries, breweries, foundries, furnaces, etc., of any dimensions, and dwelling houses, warehouses, etc., of four storeys high above ground, or forty feet in height, to be deemed of the first class; dwelling houses, etc., of three storeys, or thirty-five feet in height, to be of the second class; dwelling houses of two storeys, or twenty-two feet in height, to be of the third class; dwelling houses of one storey, or sixteen feet in height, to be of the fourth class; dwelling houses or offices and stables belonging thereto, and at a distance of six feet from any public road, and detached from other buildings not in the same possession, at least thirty-five feet, to be deemed a first-class building, and can be built of any dimensions or material whatever.

The external or party walls of the first four classes of building are to be of certain degree of thickness, varying from eighteen to thirty-five inches and upwards.

Shop windows or fronts not to pro-

ject more than six inches from the wall of the building.

Cranes or hoisting jibs to be wholly constructed of iron or other incombustible material.

No covered gallery or verandah constructed of wood or other combustible material to be erected in connection with buildings of the first or second class, or with any other than the ground floor thereof, unless as a communication from one to another stock of buildings, with its ends only abutting on said buildings.

Buildings of the first, second and third class, being erected on the line of any public street or way, or within seven feet of such, to be properly enclosed, and a pathway of sufficient width laid for the convenience of the public outside such enclosure.

The Common Council to appoint a city surveyor (Mr. J. S. Howard was the first appointed) to oversee the erection of all buildings within the above described limits, and to enforce the provisions of the act regarding them, and to be entitled to demand and receive from the owner of the building built, altered or reconstructed the following fees: For every first-rate building, twenty-five shillings; every addition or alteration, seven shillings and sixpence; every second-rate, twenty shillings; every alteration or addition, six shillings and three-pence; every third-rate, fifteen shillings; every addition or alteration, five shillings; every fourth-rate, twelve shillings and sixpence; every alteration or addition, five shillings; every fifth-rate, ten shillings; every alteration or addition, five shillings.

No iron foundries, blacksmith shops or steam engines to be set up or worked within any of the aforesaid limits, without leave of the Common Council, by resolution thereof.

Without permission of the Council no person to establish or carry on any manufactory of varnish, fireworks, or any manufactory dangerous or causing or promoting fire.

Steamers, when at any of the docks or wharves, in front of the city, to have a top or screen attached to the chimneys to prevent the escape of sparks.

No person to have or keep a larger quantity than twenty-eight pounds of gunpowder in one place longer than forty-eight hours, except in a powder magazine approved of by the Common Council, said twenty-eight pounds to be put in stone jars or tin canisters of seven pounds each.

The City Surveyor, when directed by the Mayor or any alderman, is to examine all fire-places, hearths, ovens, boilers, furnaces, stoves, stovepipes, or other places where fires are made or kept or

where ashes are kept, and report thereon to the Mayor or presiding aldermen, and, under their direction, if the same be dangerous, to notify the owner, occupier or party under the building where such danger is apprehended, to discontinue or remove such fire or ashes.

Other provisions of this act relate to party walls, the construction of chimneys, window sills, eave troughs, cornices and roofs.

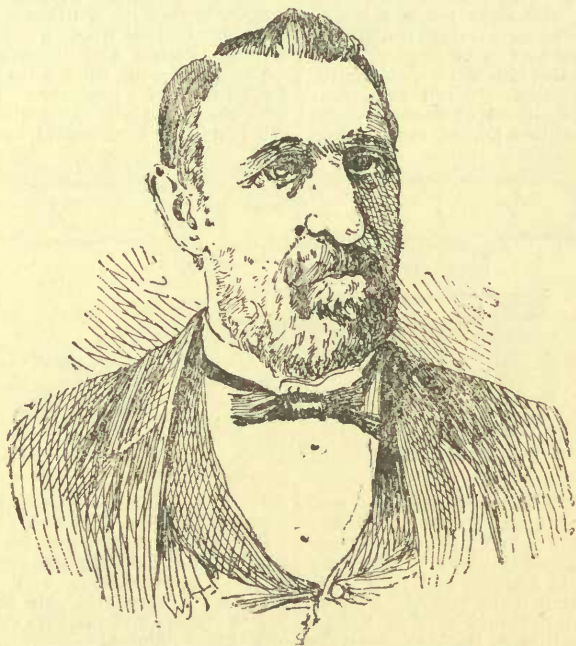
While the volunteer fire laddies, with their high regard for the responsible sense of good citizenship in freely giving their time and services for the protection of

Noah R. Leonard second assistant engineer of the brigade at the same time.

The Council of 1852 retained Mr. Ashfield as chief of the fire brigade, and appointed Mr. William Fleming first assistant engineer, and Samuel McLean second assistant engineer of the Toronto Fire Brigade.

Mr. Arthur Ardagh was appointed second assistant engineer of the fire brigade in 1853. The chief engineer was not changed.

About 1853 a piano engine was obtained for No. 2 and named the Rescue. The "piano" was so called because it somewhat resembled



JAMES ASHFIELD—APPOINTED CHIEF FIRE BRIGADE 1851—RESIGNED 1885.

property and life, were drafting regulations for their own governance and for the safety of buildings, the city fathers were moulding history in many chapters of the early features of Toronto's fire-fighting army.

In 1851 Mr. James Ashfield was appointed chief engineer of the Toronto Fire Brigade, in place of Mr. Robert Beard, who had resigned. Mr. Ashfield joined the brigade in 1839, was appointed captain of a company in 1846, and had proved himself to be a very able and efficient officer. Mr. John Carr was appointed first assistant engineer, and Mr.

the box of a piano, with two bars or brakes at the sides. The "fore and aft" machine, of which, at a later period, there were specimens in town, differed from the "piano," in that the brakes were at the end instead of the sides. Like No. 2 Company, No. 1 at first had a "goose neck" machine, and later a "piano."

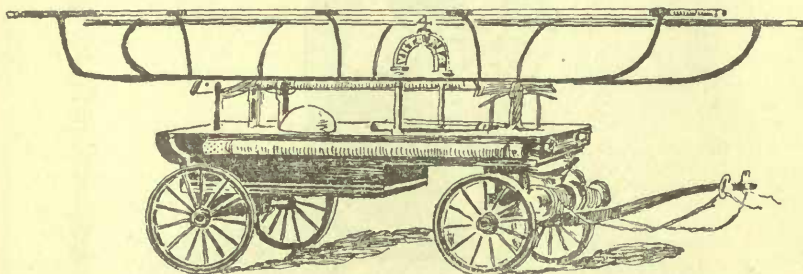
No. 1 company was afterwards located in a brick building, on Court street, erected in 1846, the upper portion of which was devoted to the Mechanics' Institute with its library, and a hall for public meetings. The lower portion was

divided into three halls, one to the west for No. 1 company, the centre hall for No. 2, and the eastern hall for the hook and ladder company. No. 2 company occupied the Court street hall up to about 1859-60.

Of company No. 2, Alexander Jacques says: "Somehow this company (No. 2) were unable to find a love-spot in the chief engineer's heart, and whilst other companies had only to ask and their wants were supplied, No. 2 never got even a hearing. In this state of affairs we had a friend, Mr. Frank Heward, the manager of the Royal Insurance Company, who ever stood by the boys of No. 2. For some years the city paid prize money, as also the admission fee, \$5, and the profits of excursions to Rochester and Buffalo were husbanded. In 1859 an order was given to Cowan & Son, engine builders, of Seneca Falls, N.Y., for a first-class folding break piano

stood shoulder to shoulder with their captain, and his departure was a signal for a break-up. John Pearcey moved the disbanding resolution. Peter Campion or Thomas McIlroy were the seconds. The resolution was to the effect 'That whereas the captain was going to leave the city, the company sell out their stock and quit the service, never to run with any machine or under another officer.' Harry Smith was general charge d'affaires around the hall, and kept the boys in order. There are still alive in the Queen City a few of the old members of No. 2: Thomas Farragher, Thomas McIlroy, Alexander Pearcey, George McConkey, William Reynolds, John Pearce, Joseph Worden, Harry Smith, William Forbes and Thomas McMullen."

The officers for 1854 were:—Mr. James Ashfield, chief engineer; Mr. Arthur Ardagh, first assistant engineer, and Mr. William Charlton, second assistant engi-



THE FOLDING-BREAK "PIANO" MACHINE NO. 4—IN USE 1845.

machine to throw three streams, a reel and 500 feet of hose. In due time the machine was built, and in her construction the Cowans had elaborated, as it was their first in this market, and they were desirous of getting more orders. A house was secured on the east side of Yonge, directly opposite Elm st. Double doors were put in, wash-rooms, boot-rooms, bunks for twelve men and a neatly furnished reading-room were fitted up. This latter was a popular resort for many of our friends, who resided in that then rural part of Toronto. Here such men as "Yorkshire" Smith, and men of that ilk, would spend a social hour reading, smoking and enjoying a game of draughts, backgammon and whist. The machine was known as Independent No. 2. Finally, as years rolled on and the city expanded, it was found necessary to go in for powerful water-works, and the steamer was introduced. The captain, in fact the only captain the company ever had, having met reverses, was about to leave the city. A meeting was called. The boys had ever

neer. These same officers held their respective posts in 1855 and 1856.

In 1855, on the resignation of the members of the fire brigade, that body was entirely re-organized, and consisted of six engine companies, one hook and ladder company, and one hose company, with officers as follows:

No. 1 Engine, Phoenix Company—Mr. John Iredale, captain; Mr. Thomas Humphries, lieutenant; Mr. George Summers, secretary.

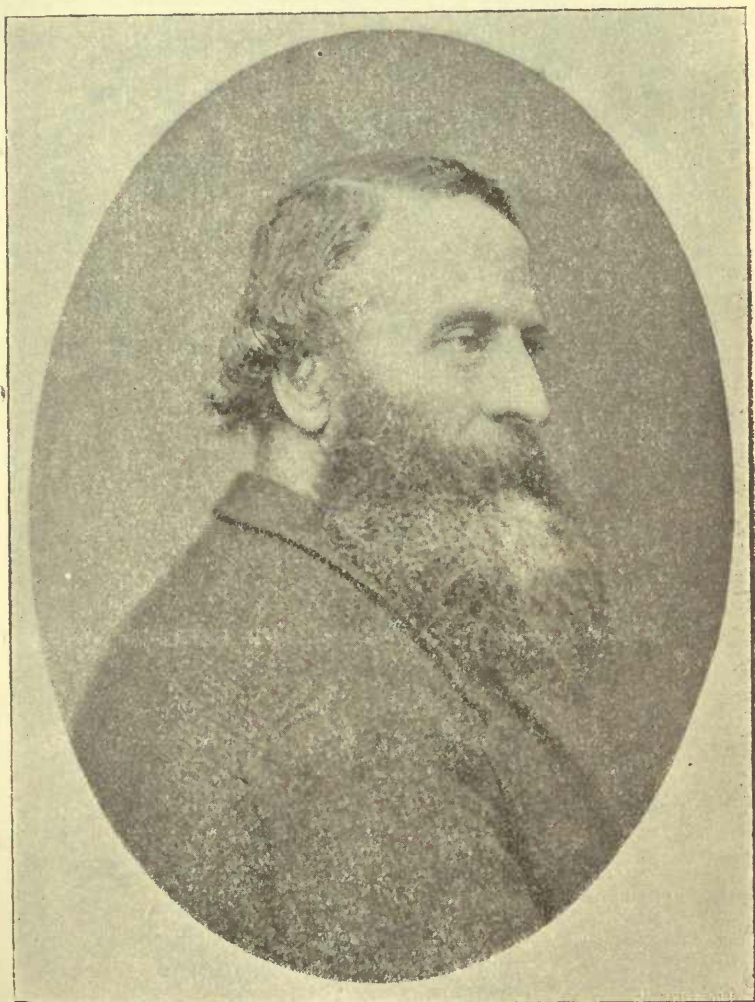
No. 2 Engine, Rescue Company—Mr. James Smith, captain; Mr. William Brotherston, lieutenant; Mr. Theodore Lee, secretary.

No. 3 Engine, British America Company—Mr. John Segsworth, captain; Mr. Robert Carmichael, lieutenant; Mr. John Foggis, secretary.

No. 4 Engine, Victoria Company—Mr. George Beatty, captain; Mr. Robert Richmond, lieutenant; Mr. William Dill, secretary.

No. 5 Engine Company (Deluge)—Mr. Loftus Trueman, captain; Mr. George





ALEXANDER JACQUES, FIREMAN AND CAPTAIN RESCUE COMPANY NO. 2, 1852-3.

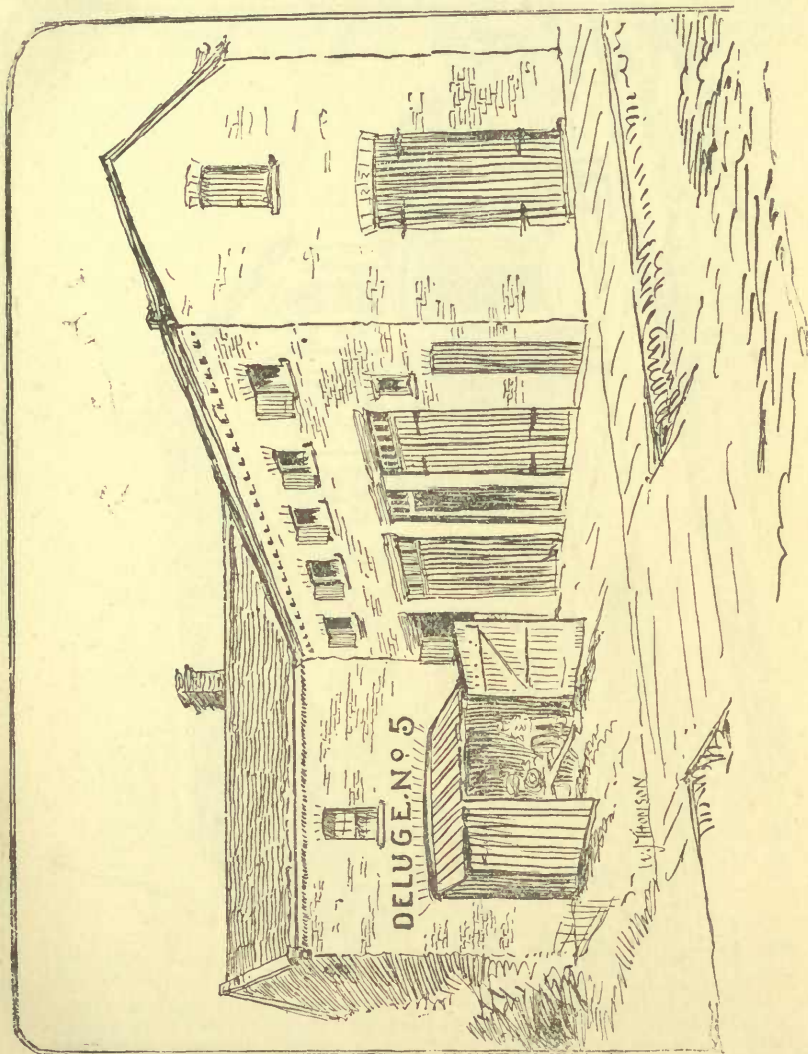


Patterson, lieutenant; Mr. Thomas Jewell, secretary.

No. 6 Engine, Provincial Company—Mr. W. W. Fox, captain; Mr. John Carkeek, lieutenant; Mr. James Richey, secretary.

captain; Mr. William Burns, lieutenant; Mr. C. E. Holliwell, secretary.

The report of the chief engineer of the fire brigade for 1856 gives a list of the different fire companies, the number of men attached to each, apparatus, and



"DELUGE" ENGINE HOUSE—BERKELEY STREET—BUILT 1851.

Hook and Ladder Company, Union Company—Mr. Richard Ardagh, captain; Mr. Charles Beatty, lieutenant; Mr. Samuel McLean, secretary.

Hose Company—Mr. W. C. Morrison,

where stationed as follows:

No. 1, Phoenix Company—Twenty-nine men, stationed at Court street.

No. 2, Rescue Company—Twenty-nine men, stationed on Court street.



No. 3, British America Company—Thirty men, stationed on Bay street.

No. 4, Victoria Company—Seventeen men, stationed at the old St. Patrick's market.

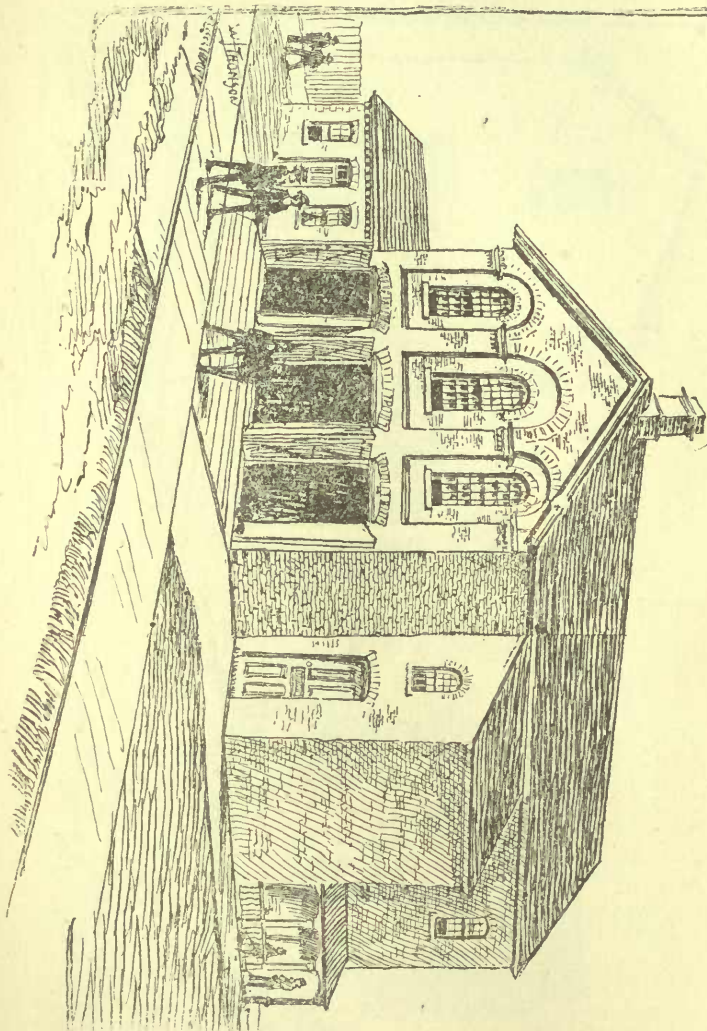
No. 5, Deluge Company—Twenty-four

The hose company had 45 men, and was stationed on Bay street.

The total number of men, without the chief and assistant engineers, was 227.

The loss during the year was estimated at £12,376, which was covered by about

COURT STREET FIRE HALL AND MECHANICS' INSTITUTE—BUILT 1846.



men, stationed on Berkeley street.

No. 6, Provincial Company—Thirty-five men, stationed on Bay street.

The hook and ladder company was composed of 23 men, and was stationed on Court street.

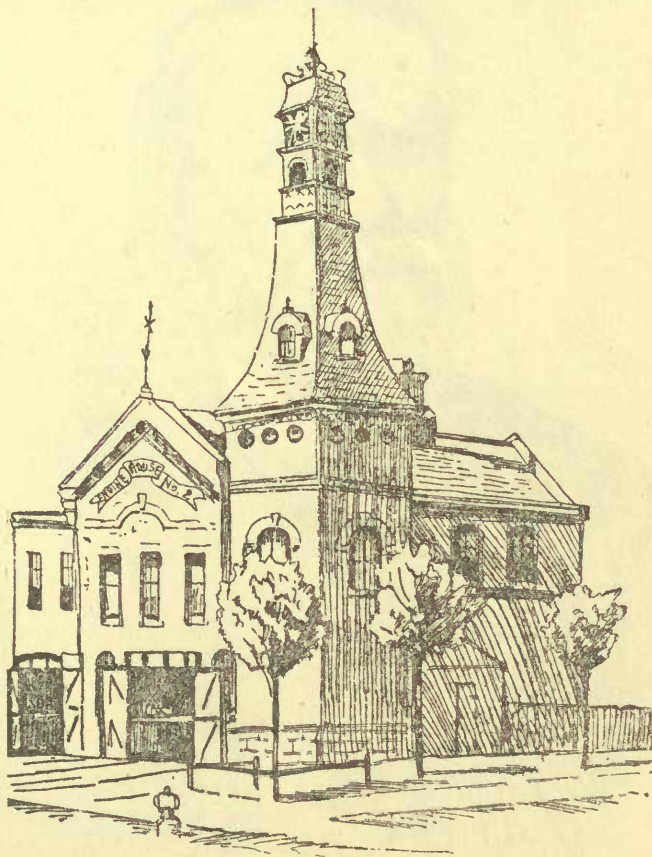
£17,675 insurance.

The first captain of No. 5 company was Mr. John Kidd. John and Charles Small and Samuel Parker were among the first members. Their first hall was in a lane near the south-west corner of

Berkeley and Duke streets. It stands to-day as it did forty years ago. Their first engine was a second-hand one purchased from one of the older companies. Afterwards they procured an Amoskeag, which, for a hand machine, was a most serviceable one. The engine was some years later housed in a building on the south-west corner of Duke and Berkeley streets.

Somewhere about the year 1853 the

hibition in London, and to have been sent directly from it. At this time there were two hook and ladder companies in the department. Mr. Ashfield, who was chief of the fire department at that time, found that there was a good deal of strife between them, and in consequence disbanded Hercules hook and ladder company No. 2, which had rooms at the corner of Bay and Temperance streets, and placed



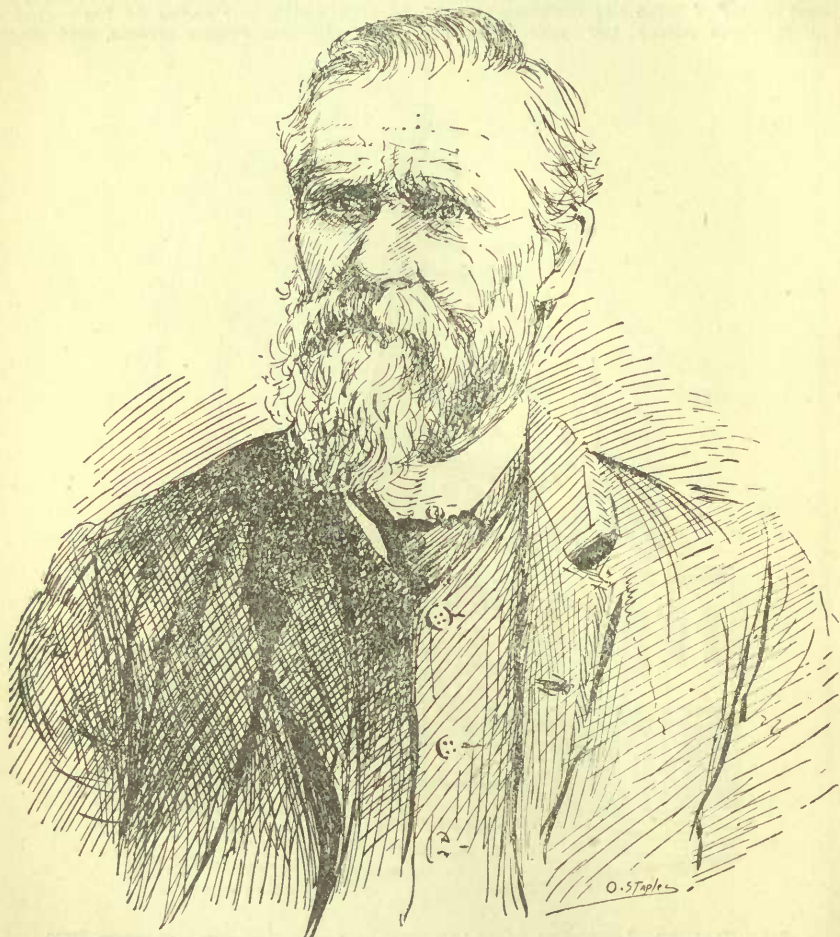
FIRE HALL NO. 2—CORNER PORTLAND AND RICHMOND STREETS—ERECTED 1870.

Provincial Insurance Company, which had its offices on Toronto street, at the north-east corner of Court street, bought from Perry, of Montreal, an engine known as the Montreal "fore and aft" tub, and ranking in the first class, and presented it to the city for the use of the fire department. The engine was one exhibited by the manufacturers at the Great Ex-

the Montreal engines in their hands, changing the organization from a hook and ladder company to a fire engine company. As there were five fire engine companies in existence previously, this made No. 6, but it was better known as the "Provincial," because it was a pet of the insurance company of that name. William Fox was captain of the company.

In the same building with it was located the Jackson hose company. This company was organized by William Henning, but somehow the name of Jackson was given to it in honour of James Jackson, who at a later period was captain. The company in the old days was a very useful and highly respectable body.

a hose reel, were temporarily stationed in a hall on the west side of Elizabeth street, south of Agnes street. In the following year the company disbanded, and the hall, along with the bell tower, were removed to the east side of Elizabeth street, but north of Agnes street. There veteran Bob Hill was in charge, his



ROBERT HUNTER, CAPTAIN INDEPENDENT FIRE BRIGADE 1857.

The salary of the chief engineer of the fire brigade was fixed at £250 per annum by the Council of 1857.

In the latter part of 1857 an independent engine company was organized on account of the prevalence of incendiary fires, with Robert Hunter as captain. This company, with old No. 4 engine and

principal duty being to ring an alarm on the bell in case of fire. The engine was transferred to Bay street hall.

In May, 1858, in consequence of the very large number of fires which had occurred, the Mayor called a special meeting of the Council to consider the best means of protecting the property of the



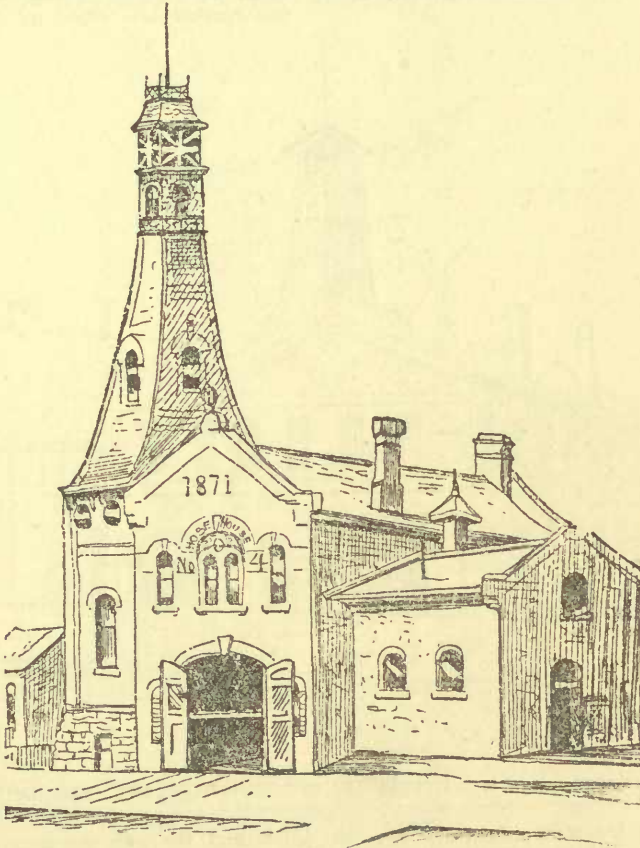
citizens against fire. It was resolved to organize a volunteer night patrol throughout the city, and also to offer a reward of \$1,500 for the apprehension and conviction of any person who should be guilty of setting fire to any premises.

The officers for 1858 were the same as in the previous year.

A bad habit among the members of the fire brigade then (1858) was the running

should proceed at a faster rate than a walk while returning from fires with their apparatus, the amount of the fine to be deducted from their pay.

In 1859 the Committee of Fire, Water and Gas appointed Mr. James Ashfield, chief engineer of the fire department, William Charlton, first assistant engineer, and James Smith, second assistant engineer. In this same year a fire engine



FIRE HALL NO. 4—COR. BERKELEY AND DUKE STS.—BUILT 1859—REMODELLED 1871.

of engines and reels on the sidewalks whilst going to and returning from fires. This resulted early in the year, in the death of Terence Meehan, fireman, of No. 3 Co., by one of the engines running over him, and steps were thereupon immediately taken to put a stop to the practice. For this purpose a penalty of £5 was to be imposed upon any company which

was constructed for the use of No. 4, Victoria Company, of the Fire Brigade, the cost of which was about \$1,200. The work was done by Mr. Wm. Marks, of Toronto.

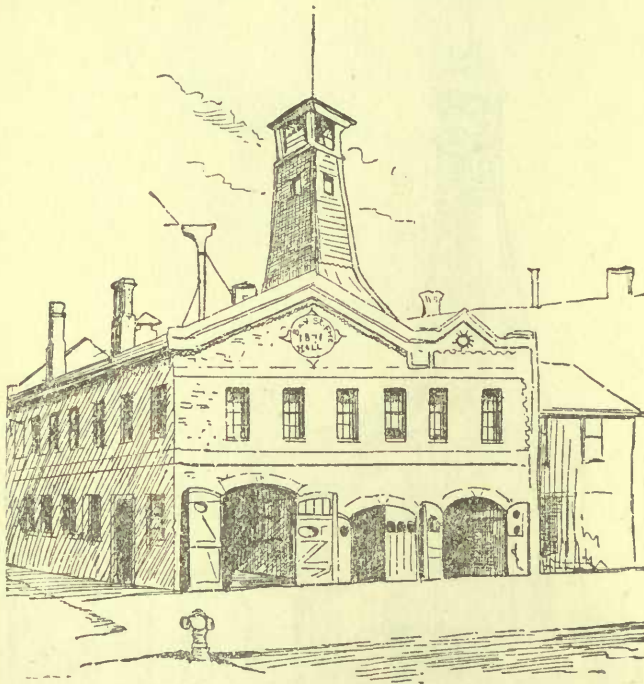
In consequence of the very great number of disastrous fires which had taken place during this year, and which were supposed to have been of incendiary origin, the Council issued a proclamation,

early in September, offering a reward of \$1,000 for the conviction of the guilty parties.

In 1859 the fire department consisted of eight companies, the same as in 1856, numbering 263 men, stationed and officered as follows :

James Ashfield, chief engineer, Temperance street; William Charlton, first assistant engineer, Victoria street; James Smith, second assistant engineer, Front street.

Early in 1860 a by-law was passed which provided for the organization of two hose companies, of 20 men each, instead of having, as formerly, only one company, consisting of 40 men. This by-law was introduced, as the committee reports, "for the better management of the fire brigade, and to repress as much as possible the long continued practice of running the engines, etc., on the sidewalks when going to fires." The by-law was carried into effect on October 1st,



BAY STREET HALL—S. E. CORNER BAY AND TEMPERANCE STS. —REBUILT 1871.

The captains were: John Iredale, No. 1 engine, Yonge street; Alexander Jacques, No. 2 engine, King street; Frederick Rattray, No. 3 engine, Yonge street; Edward Street, No. 4 engine, Queen street; Samuel Parker, No. 5 engine, Ontario street; George Fox, No. 6 engine, Queen street; James Bennett, hook and ladder company, Colborne street; James Jackson, Toronto Hose Company, King street.

In 1859 a new fire hall was erected on the west side of Berkeley street, south of Duke street.

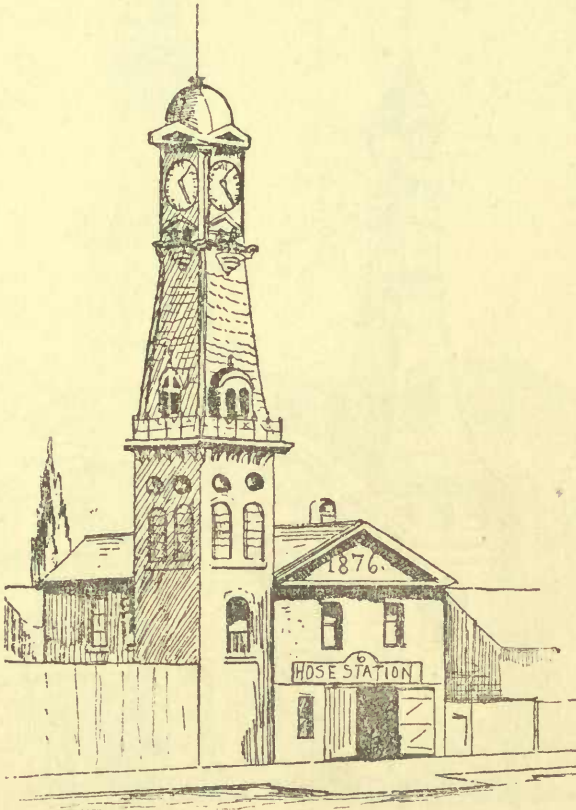
1860, and the new company was stationed at the old fire hall on Court street.

The captains of No. 1 were:— James Walsh, S. Garside, James Iredale and William Charlton, after assistant engineer. The captains of No. 2 were W. Musson, Franklin Jacques, Edwin Bell, William Reynolds, Richard Couch, Thomas Griffith, James Smith, Edward Lee, Alexander Jacques. Among the men were W. Brotherston, John Davies, Duncan Forbes, Peter Campion, John Esmonde, Richard Couch, Thomas Griffith, James Foster, William Jacques, Thomas Farragher,

James Esmonde, A. Gemmel, Joseph Beck, Richard Medcalfe, Edward King, John Ford, Thomas McIlroy, John R. Esmonde, William Forbes, Thomas McConkey, Thomas McMullen, John Pearcey, Alexander Pearcey, Robert Hill, Joseph Gibson, William Spottiswood, James Spottiswood, George Spottiswood, John Boyd, John Irwin, William Smith, Thomas Smith, Harry Smith, Thomas Harris, Thomas Wingfield, John Sharpe, George

one protective company. It was provided that, in lieu of all other allowances, each company whose services were accepted should be allowed for the maintenance of their apparatus as follows: Engine companies, \$800 each; hook and ladder companies of 30 men and over, \$800, and hose companies in proportion.

The engine company known as No. 2, under the command of Alexander Jacques, resigned on the 1st September, 1860, and



FIRE HALL NO. 6—QUEEN STREET—BUILT 1847—REBUILT 1876.

McConkey, Richard Wolff, John Allen, Jas. Sommers, Richard Cohen, John Nickinson, George Hill, David Ward, Burley Hudson, William Armstrong, C. H. Rogers, Denman Thompson and F. M. Farrell.

A by-law was passed on April 29th, 1861, providing for the organization of a volunteer fire brigade, consisting of nine engine companies, one hook and ladder company, two hose companies, and

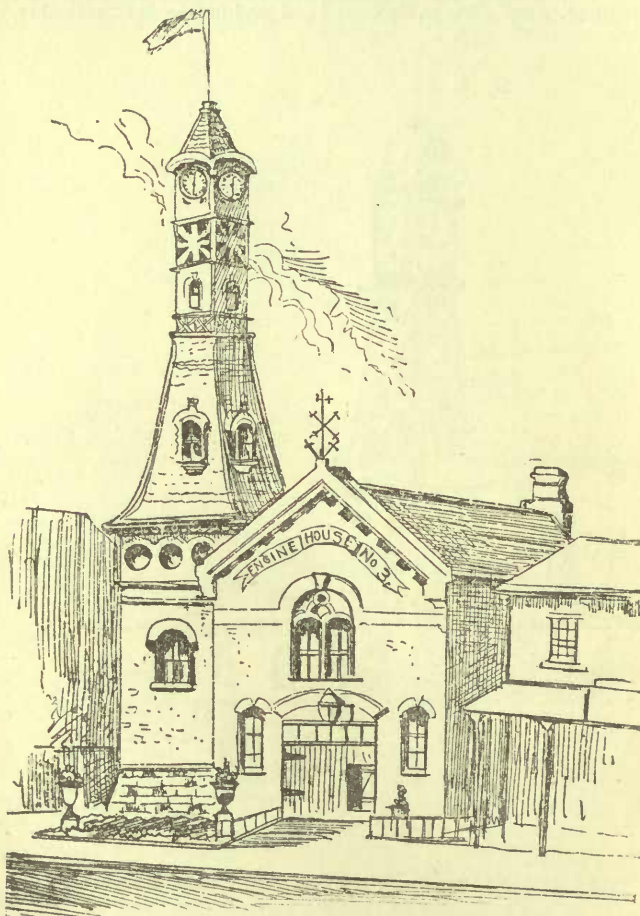
their resignation was accepted.

The system of supplying the engines with water by means of puncheons continued in vogue down to 1861. The puncheon was a large cask, capable of containing from sixty to eighty gallons of water, or about what would fill three ordinary flour barrels. One of the conditions on which the carters of those days obtained their licenses was that each



man be provided with at least one puncheon. The system of rewards offered first to those carters first at fires with their puncheons was a sufficient inducement to guarantee a punctual service. To the carter who was first at the fire with his puncheon, a prize of four dollars was given, to the second man three dollars, to the third man two dol-

and in such cases the contesting parties went with their claims the next day to the chief engineer's office, where the question was decided. The carters were not paid in money at the time of the fire, but on the arrival of each puncheon its carrier was given a check of tin or lead which entitled him on presentation to the proper officials to a shilling for every



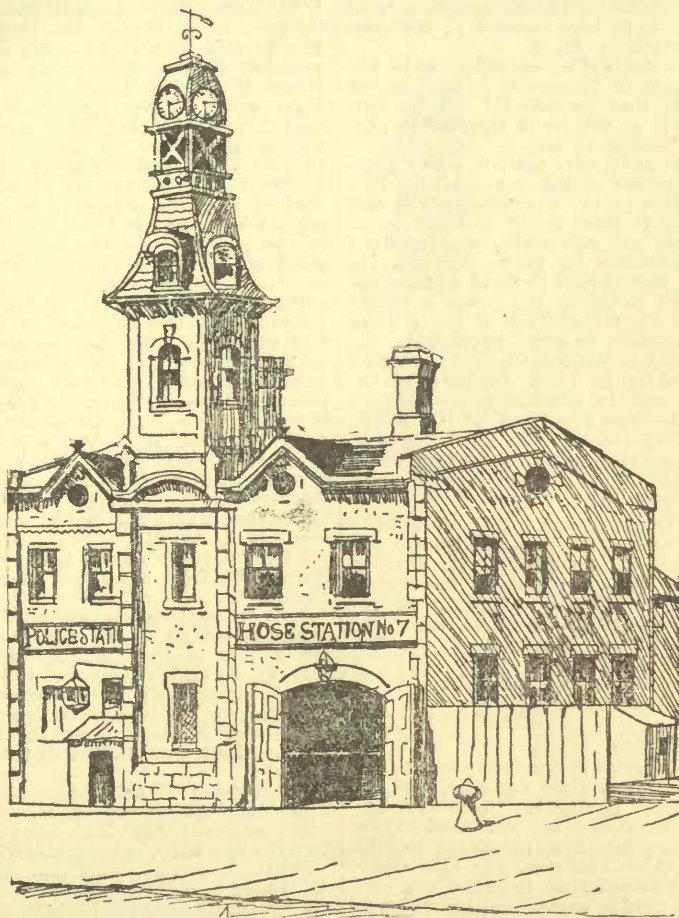
FIRE HALL NO. 3—YONGE STREET—BUILT 1870.

lars and to the fourth man one dollar; All coming later received a York shilling for every puncheon brought, and the same price was paid to the prize winners for every additional puncheon. As might have been expected, disputes as to the relative time of arrival were frequent,

check. These checks were round, the size of a silver half dollar, and bore on them the number of the company issuing it. Sometimes they were stamped with a fancy device like an engine. In consequence of the provision of the law, every carter had his puncheon, and

some of the more wealthy ones had several puncheons, one for each of the carts. A few carters made it their business to keep puncheons filled on the carts, at all times ready in the event of an alarm. Others, when the day's work was done, put their puncheons on their carts, filled in readiness for fires

mad haste to get to the fire over the rough roads of the town, when they reached the engines there scarcely would be a pailfull left, all the rest having been splashed out. The alarm of fire was sounded by the person who discovered it by running to the first bell and ringing it, and the members of the company being



FIRE HALL NO. 7—WILTON AVENUE—BUILT 1878.

during the night, and it is shrewdly suspected that many a building was set on fire by the carters themselves, in the expectation or hope of obtaining one of the rewards. So keen was the rivalry that although the cartmen started from home or from the bay with their puncheons full, yet, on account of their

all engaged at their customary vocations during the day, are equally scattered about the town at night, it happened that the cartmen with their puncheons were usually in advance of the engines. Previous to the final disuse of the puncheons a kind of system of water-works had been laid by Mr. Furniss, as a private specu-

lation. He had built a reservoir on the east side of Huron street, just north of what is now St. Patrick street. The water was pumped from the bay and distributed through a small section of the city, but the pipes were very small, the supply of water totally inadequate for the extinction of fires, and there were frequent complaints both from the fire companies and the people, several of which have been noticed in the minutes of company No. 3.

As Mr. Ashfield's connection with the fire brigade of Toronto is a part of the history of that brigade for exactly half a century, it will be of interest to give a brief outline of it.

In May, 1839, Mr. Ashfield was admitted a member of the Toronto Fire Brigade, which at the time consisted of five companies of from thirty to forty members each, all volunteers, who received no remuneration for their services. In 1846 he was elected captain of his company, and in May, 1851, while absent from the annual meeting of the officers of the brigade, having previously declined being a candidate, he was elected to the office of chief engineer of the brigade, and in accordance with that election he was appointed to that office by the City Council. The following is a copy of his appointment by the City Council in 1851, on the recommendation of the fire brigade :

Clerk's Office, Toronto, May 16, 1851.

Sir,—I have the honour to acquaint you that the Common Council of the City of Toronto have, in pursuance of the recommendation of the fire brigade, by a resolution adopted on the 15th inst., appointed you Chief Engineer of the Toronto Fire Brigade.

I have the honour to be, sir,

Your very obedient servant,

CHARLES DALY.

James Ashfield.

After a service of fourteen years in the brigade, two as chief engineer, and all without pay, having his own private business to attend to, Mr. Ashfield declined being again a candidate for the office of chief engineer. The City Council then resolved that the chief engineer should be paid a salary and induced him to accept the office at \$600 per year. In June, 1855, while absent from the city on a tour of inspection, he was re-appointed and his salary was raised to \$800, and a few years later to \$1,000. On Mr. Ashfield's appointment in 1855 the Council appointed William Charlton first assistant engineer and Arthur Ardagh second assistant. In 1853 the Council had made a small allowance to meet the absolute expenses of the de-

partment, but up to 1876, when the men were first stationed in the fire halls, it may be said to have been a volunteer department. In 1856 the City Council took the appointment of the chief officers into its hands, the choice of the brigade in this matter having been respected up to that time.

Hand engines continued in use down to 1861, and were drawn to fires by the firemen. In that year the brigade was re-organized with steam engines, but the members of the department still continued to practice their ordinary avocations, going to fire halls only on the alarm. Although the city had steam engines it did not at first have horses to pull them, and whenever there was a fire the nearest horses at hand were drafted into the service. The old hand engines were sold to small municipalities in the province, the last one to be disposed of being the Phoenix, which was purchased by the village of Oakville.

The Committee on Fire, Water and Gas recommended the purchase of a steam fire engine in 1858, but no steps were taken to carry out the recommendation until 1861, when two steam engines were procured from Messrs. Silsby & Co., of Seneca Falls, N.Y., for which the sum of \$6,000 was paid. The engines gave very good satisfaction on occasions of fire, although at first they caused some jealousy on the part of the other fire companies, which led to their being hindered in its work.

To the price of one of the engines different insurance companies doing business in the city subscribed \$2,000.

After these two engines became back numbers, owing to the advancement in the science of fire fighting, they were sold to a junk dealer for the sum of \$30, by whom they were broken up, and thrown into the scrap-iron heap.

The cost of maintaining the fire brigade in 1861 was \$7,520, distributed as follows :

Chief engineer of brigade.....	\$1,000
First assistant engineer \$600, second assistant \$400.....	1,000
Two firemen \$640, one extra driver \$240 .....	880
Six horses and three men.....	1,800
Six branchmen at \$100 each.....	600
Two chief branchmen at \$120 each	240
One hook and ladder company.....	1,500
Fuel, repairs, oil, tallow, etc.....	500

Total.....\$7,520

Steam fire engines having superseded the hand brake machines, the fire department in 1862 was materially altered. There were but two stations, the Bay street fire hall at the corner of Temperance street and the Court street fire hall.

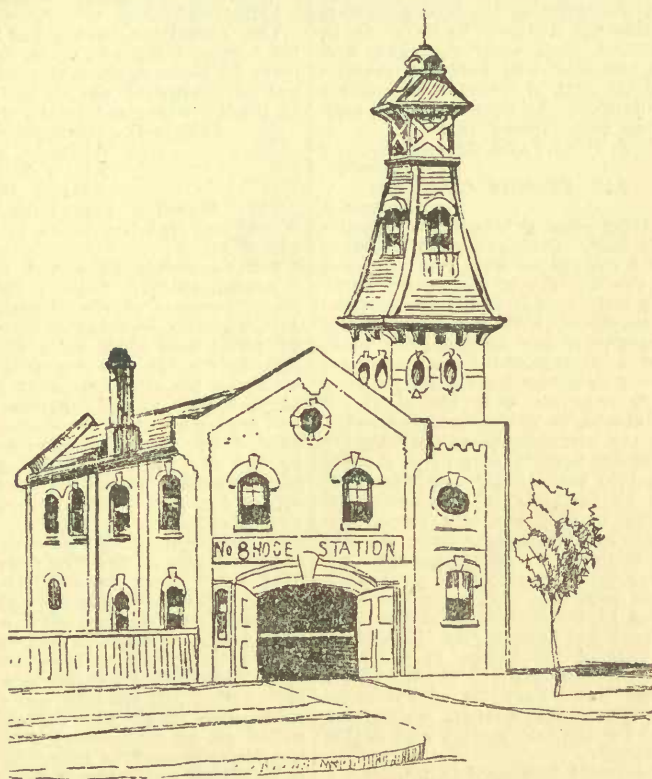


James Ashfield, the chief engineer, had his office in the east wing of the City Hall buildings.

The force consisted of one chief engineer, one assistant engineer, 17 branchmen, 11 hook and ladder men, 1 bugler, 2 engineers of steam fire engines, 2 firemen of the same, 2 drivers of horse for the same, 2 drivers of hose carts, 1 driver of hook and ladder truck; in all

head, and Messrs. Thomas Kerr and Thomas Graham (the present chief) were appointed firemen of steam engines.

In February of the same year an appropriation of \$2,000 was made for the construction of water tanks in various populous portions of the city, for the purpose of affording an adequate supply of water for the extinguishing of fires. Twenty-eight tanks were constructed dur-



FIRE HALL NO. 8—S. W. COR. COLLEGE ST. AND BELLEVUE AVE.—BUILT 1878.

40 men, with two steam fire engines, hose carts, hose, hook and ladder apparatus and seven horses.

In 1862 the City Council passed a by-law providing for the organization of a fire department, to consist of the two steam fire engines and hose carts, with the necessary engineers and branchmen; one hook and ladder company and three hand engines, to be stationed at different parts of the city. The office of second engineer was awarded to Mr. John White-

ing the year, and more added from time to time.

Both in 1863 and 1864 the Committee on Fire, Water and Gas urged upon the Council the necessity of procuring a third fire steam engine, to be kept in reserve in case of accident to either of the other engines, but the Council of that year did not consider it necessary. Again, on January 31st, 1865, the Committee recommended that an appropriation of \$4,000 be made for an additional

steam fire engine, but the report was not adopted by the Council, and the matter stood over once more.

In 1863 the following correspondence is reported in the records of the Fire, Water and Gas Committee:

Provincial Insurance Co. of Canada,  
10th April.

The Provincial Insurance Company of Canada hereby demand from the city of Toronto the fire engine "Provincial" and hose reel belonging to the said company, and require the delivery to be made to J. S. Crocker, Esq., their manager, and the said company will hold the municipality of the city of Toronto responsible for any damage the said company may suffer from non-delivery thereof.

J. HILLYARD CAMERON,  
President.

JAS. SYDNEY CROCKER,  
Manager.

The matter coming before the committee as it did, without much previous notice, the committee were not prepared to order the delivery of the engine, without being fully aware of all the circumstances connected with the city coming into possession of the machine, for while they were anxious that the insurance company should be justly dealt with, yet they were very cautious that the rights of the city should be carefully preserved.

Under the circumstances, the matter was postponed until further inquiry could be made into the matter, during which time the annexed notice was received, threatening to hold the city responsible for any damage the company might suffer from the non-delivery of the engine.

The information required by your committee has been received, being the communication of the secretary of the Provincial Insurance Company in 1852, offering the care of the engine to the city, and the fifteenth report of the Fire, Water and Gas Committee of the same year, accepting the charge, which are submitted for the information and action of the Council.

Provincial Insurance Office,

Toronto, 27th Dec., 1852.

To Mr. James Ashfield, Chief Engineer  
City of Toronto Fire Brigade:

Sir,—You are aware that this company has purchased the prize fire engine made by Mr. Perry, of Montreal, and I believe you are also aware that the purchase was made for the purpose of adding that powerful engine to the fire brigade of the city. May I request you, therefore, to bring the matter before the Common Council, and take such measures as may be deemed necessary for the formation of a company, organized under and recognized by the proper municipal authority of the city, and in

whose care, as a part of the fire brigade, the engine, to be called the "Provincial," shall be placed in the same manner that the engine of the British America Assurance Company has been done, immediately on your informing me that such company is in a state to take charge of it.

(Signed) ED. G. O'BRIEN,  
Secretary.

Report of Standing Committee, Jan.  
12th, 1853:

Your committee, having had before them the communication of E. G. O'Brien, beg leave to recommend that said engine be put in charge of one of the companies at present organized in the fire brigade.

(Signed) GEORGE PLATT,  
GEORGE BROOK,  
ED. WRIGHT,  
JAMES ASHFIELD.

The Standing Committee on Fire,  
Water and Gas beg leave to present its report No. 4:

The committee have had before them a communication from T. W. Birchall, Esq., manager of the British America Assurance Co., stating that an offer of \$200 had been made by a distant municipality for the fire engine now in possession of the city, belonging to the company, known as the "British America," and requesting that the engine may be handed over to the company or purchased by the city for the sum of \$200. Your committee recommend that the engine be returned to the British America Assurance Company.

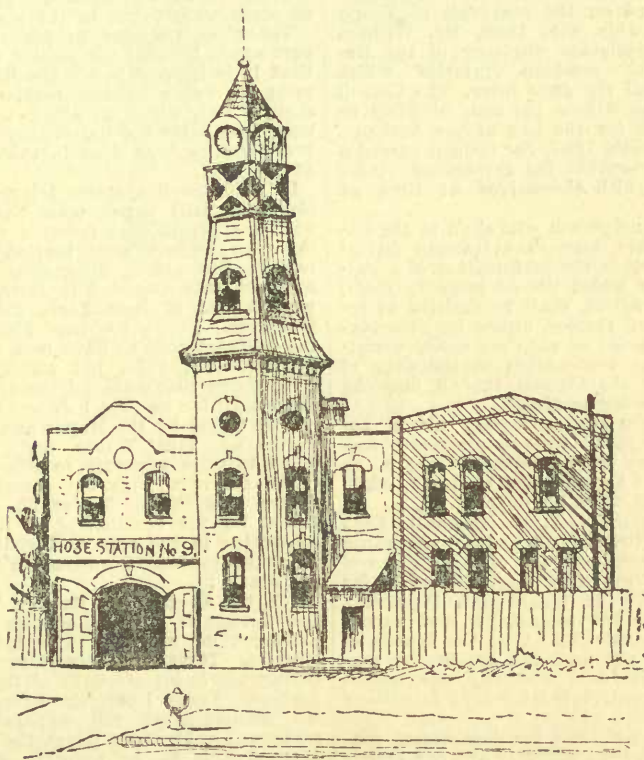
In 1866, according to the report of the chief engineer of the fire department for that year, there were fifty-five fires within the city limits, and of these eighteen were extinguished without the aid of any of the fire engines. Of the other thirty-seven the other two were extinguished with three streams of water, eleven with two streams, and twenty-four with one stream. The department was called out on unnecessary alarms twenty-five times during the year. The total loss on buildings and contents was about \$47,000 protected by an insurance of over \$188,000. Fifteen of the fifty-five fires were attributed to incendiary origin. The report goes on to say that the water-works extended but to a small portion of the city. There were no hydrants west of Peter street, nor east of Nelson street, on Queen street, or south of it except six, two of which were useless because of being on small mains. Nor were there any hydrants north of Queen street except nine on Yonge street, three on Church street, three on Gerrard street, four on Agnes street, one on Don street, one on Shuter street, and one on Sayer street. The total number of hydrants in the city was 85,

about 12 of which were useless because of the pipes to which they were connected being so small, and the hydrants so far distant from the large mains that a fire engineer could not get a supply of water from any of them.

The engineer stated that since the introduction of steam fire engines in the city there had been used from the hydrants in any one year three-fourths of a million gallons of water for extinguishing a fire. The quantity used during

but two fire halls, one the Bay street, the other the Court street; and the total equipment of the fire department was three steamers, three hose carts, one hook and ladder truck, one fuel waggon, seven horses; the hook and ladder truck was hauled by one horse—and twenty-four hundred feet of rubber hose. The annual appropriation for running the department, exclusive of the salary of the chief engineer, was \$8,000.

Commenting on the crude method of



FIRE HALL NO. 9—DUNDAS STREET, NEAR QUEEN STREET—BUILT 1878.

the year 1866 at the price paid, at \$11 per 1,000 gallons used from the hydrants, while the ordinary charge for private consumption was about thirty cents. He further adds that from the time hand engines were wholly discontinued, in 1862, up to 1866, the whole engine power used for extinguishing fires in the city was two steam engines. In July, 1866, however, a third Silsby steamer was bought for a reserve engine, in case of accident or emergency. There were

sending in an alarm then in vogue the report says:

"The bells in use for the purpose of giving alarm on occasions of fire in this city are not as effective as formerly, when the city could not boast of as many extensive blocks of high buildings as at present. There is no lookout or watch kept at any of the engine or fire alarm stations, and it often happens that fires do occur for which some of the principal bells are not rung at all. Along with



this it may be noticed that there are many parts of the city in which, should a fire break out, a messenger, to convey the intelligence to the nearest engine or alarm station, may have to travel nearly two miles, and before reaching it, saying nothing of the shortest time possible to get the engines and other apparatus to the place of fire, the building where the fire originated, with all its contents, together with other property adjacent thereto, may have been wholly destroyed."

While on duty at a fire at Drummond's lumber yard on the east side of Yonge street, on July 4th, 1866, Mr. William Charlton, assistant engineer of the fire department, received injuries which proved fatal six days later. The Council granted his widow the sum of \$750 as a gratuity for the loss of her husband.

On May 25th, 1867, the Council passed a by-law to provide for rewarding those who distinguish themselves at fires, as follows:

I. That any person who shall in the discharge of his duty as a fireman distinguish himself in the performance of a gallant act by which life or property shall, or may be saved, shall be entitled to receive reward thereof, either by presentation of a medal or such pecuniary assistance as the corporation of the City of Toronto by the Council thereof may by resolution order or direct.

II. Provides such pecuniary aid or assistance for the widows or orphans of any fireman who may receive his death, or such injuries as may lead to death, while in the discharge of his duty.

In April, 1866, T. W. Birchall, Esq., manager British America Assurance Company, presented the city with one of Oyston's steam fire engine nozzles, for the use of the fire department. On motion it was decided to accept said steam spreading nozzle, and that the thanks of the Council are due, and are hereby tendered to the said company and others who have contributed towards furnishing same.

At the end of 1868 the department consisted of one chief engineer and one assistant engineer, two engineers and two firemen of steam engines, one caretaker of apparatus, and one fire company of thirty-four men and nine supernumerary members. In all forty-one men, exclusive of the supernumerary members of the fire company. The salaries per annum were as follows:

Assistant Engineer .....	\$300
Three foremen of sections, each.....	80
Thirty-one members of Fire Company, each .....	70
First engineer steam engine.....	600
Second engineer of steam engine.....	500

Two firemen steam engine, each.....	360
Caretaker, bellringer, etc.....	360

The officers of the fire brigade were: James Ashfield, chief engineer; Richard Ardagh, assistant engineer; John C. Clapp, first engineer fire engine; John Whitehead, second engineer fire engine; Thomas Kerr, fireman; Thomas Graham, fireman; Adam Keay, caretaker.

In 1869 the necessity for a fire alarm telegraph was repeatedly urged upon the Council, and a tender was received from the Gamewell Company, of New York, offering to do the work for \$5,400, but no steps were taken in the matter.

The chief engineer in his annual report again brought the matter up, urging that it is impossible for the fire department to render efficient service on occasions of fire, when the alarm is not rung until long after the fire is started. However, nothing was done in that direction at the time.

In 1870 the fire alarm telegraph question was still urged upon the Council, with the result that towards the end of the year tenders were invited for a system of fire alarm telegraph, and the contract was awarded to Messrs. Gamewell & Co., of New York, the original tenderers. The price was \$12,000, and the contract was to have been completed on April 1st, 1871, but owing to some delay in getting material the system was not ready for use until June 14th, when it was tested by the Mayor and the Committee on Fire, Water and Gas, and found to work perfectly satisfactory.

The contract with the American Fire Alarm and Police Telegraph Company called for the erection of a fire alarm apparatus in the city of Toronto on the following system of automatic telegraph fire alarm:

For the Central or Battery Station—One automatic electro-magnetic repeater, arranged for at least three independent circuits. Three galvanometers for indicating the exact strength of the electric current. Three lightning arresters for the protection of the apparatus. One mahogany table, upon which the foregoing apparatus is to be properly arranged. Sixty cups of the improved sulphate of copper battery.

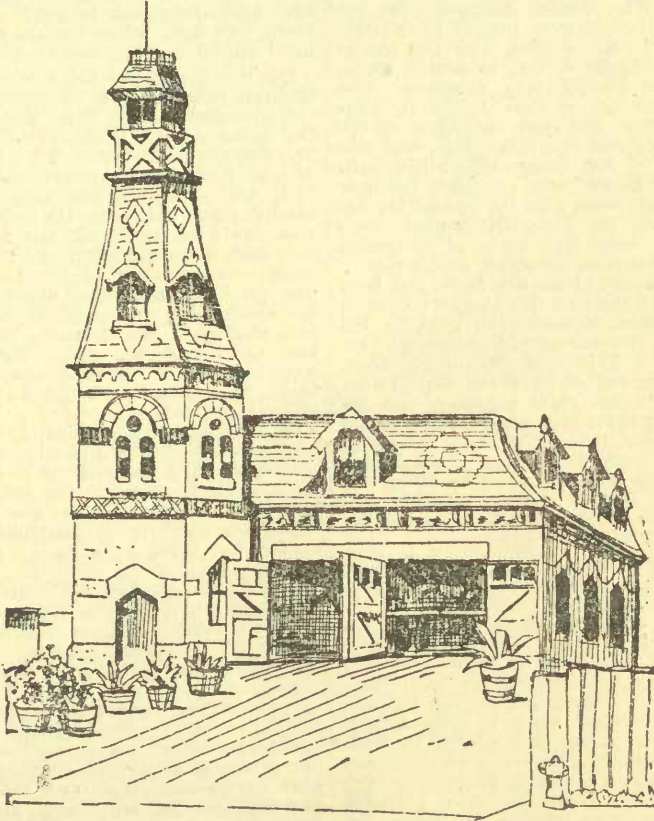
For the Signal Stations—Twenty cottage-shaped cast-iron boxes, with hinged doors and combination locks. Five keys to each. Each station to contain the necessary mechanism and electrical arrangements for indicating its exact locality to the central station.

For the Engine House Bells—Three electro-magnetic mechanical gong strikes, gongs to be at least thirteen inches in diameter. Three small call bells for ordinary use, one each to be placed in the

chief engineer's office, the engine house on Court street and Fireman's Hall.

For the Signal and Alarm Circuits—A sufficient quantity of the best quality annealed galvanized iron wire to connect the various signal boxes, etc., with the central station in three completely metallic circuits (said quantity not to exceed 10 miles). All the poles used to be of

The Fire Committee further urged the necessity of providing additional fire engines, with a view to the want experienced in the east end of the city being also supplied, by the location of an engine in some convenient locality in St. David's Ward. The committee were of opinion, with regard to such further supply of engines, that the insurance



FIRE HALL NO. 10—YORKVILLE AVENUE—BUILT 1876—ANNEXED TO CITY 1883.

sound timber, not less than thirty feet long, nor less than four inches in diameter at the top, firmly set in the ground at least four feet. The average time to communicate a general alarm is within twenty seconds. For the work the city of Toronto to pay the aforesaid sum of \$5,400 Canada money, in cash, on the completion of the work to the satisfaction of the said fire department committee.

companies should bear a portion of the expense of the same, and intend bringing the matter before those institutions.

Two sites were also purchased by the city this year (1870) for the erection of fire halls and the old fire hall on Berkeley street was altered and enlarged so as to make it suitable for a station in the east end. The Bay street hall was also remodelled and enlarged. New halls were

built on Portland street, east side, corner of Little Richmond street (now Farley avenue), and on the west side of Yonge street, between Grenville and Grosvenor streets.

After the four new engine houses had been finished in 1871, the Committee on Fire, Water and Gas recommended the Council to purchase a fourth new engine, in order to make the engine houses complete for the purpose for which they were intended. The Council adopted the report and tenders were invited for a first-class steam fire engine, and the tender of Messrs. Silsby & Co., of Seneca Falls, N. Y., for \$3,500 was accepted. The engine was named the "James B. Boustead," after the then chairman of the Fire, Water and Gas Committee, and was stationed at the Yonge street fire hall. A sum of \$3,600 was expended for hose during that year, and the committee reported that the Fire Department was then in a very high state of efficiency, both as regarded men and apparatus.

Now that the extra fire halls had been erected and the new fire engine procured, it was found necessary to increase the number of firemen and to re-organize the department. This was accordingly done, and at the end of 1871 the department consisted of one chief engineer, one assistant engineer, four engineers of steam engines, four firemen of steam engines, one bugler and forty men, divided into five sections of eight men each, being one section for each of the four engines, and one hook and ladder section, making altogether 51 men.

The engineers and firemen were on duty continually at their respective engine houses, but the other men only attended on occasions of fire. During the next two or three years nothing of any importance was done in connection with the fire brigade; it was very well equipped both as to men and engines and the fire alarm system gave it opportunities which it had never had before. In 1874 twelve additional fire alarm signal boxes were put up at a cost of \$3,200.

The question of organizing a corps of paid firemen was brought up before the Council in 1874 by the Chief Engineer, who represented that it was impossible to render prompt service at fires when the men were all pursuing their ordinary avocations, and had to come from their work, probably miles distant from the business portion of the city, to attend fires.

The Council was urged by the Committee on Fire, Water and Gas to have a company of paid firemen organized who should devote all their time to the department, and to furnish them with chemical en-

gines and other appliances so as to make them thoroughly efficient. The brigade was to consist of thirty-six men.

On the completion of some repairs to the Court street fire hall in 1875 a salvage waggon was procured and a salvage corps organized for the protection of property from damage by water on occasions of fire. The various sections of the fire department were also increased by the addition of one man each. Court street hall was abandoned in 1887, the appliances and men being transferred to the new central hall on Lombard street.

The permanent fire brigade was organized this year on the basis which had been recommended by the Chief Engineer and the Committee on Fire, Water and Gas. The brigade consisted of fifty officers and men at first at an annual cost of \$39,916, which included the payment of 24 outside men, but soon the department was again re-organized, the 24 outside men were dispensed with, and the department was composed of the following:—One chief engineer, two deputy chiefs, one electrician, one assistant electrician, four engineers, four firemen, seven foremen and twenty-six men. The horses, with drivers, etc., were furnished by contract. This second arrangement saved the city about \$6,500 per year.

In 1875 Mr. James Ashfield, Chief Engineer, who had been a member of the brigade since 1839 was relieved from attendance on fires owing to his long service, but continued to have a general oversight over the brigade, to make all purchases, etc., etc., at a salary of \$1,000 per annum.

In 1876 the number of fire alarm boxes was ninety-seven. The department this year consisted of James Ashfield, Chief Engineer; Richard Ardagh, Assistant Engineer; five sections or companies of eight men each, one bugler, four engineers of steam fire engines, eight drivers of hose carts, one driver of hook and ladder truck—in all sixty-one men—with four steam fire engines, all in commission, hose carts, hose, hook and ladder apparatus and thirteen horses. There were four engine stations, the Bay street fire hall at the corner of Temperance street; the Yonge street fire hall, at the corner of Grenville street; the Portland street fire hall, corner Richmond street and the Berkeley street fire hall, corner of Duke street. The hook and ladder and hose fire hall was at Court street, and a hose fire hall was on Queen street, west of John.

In 1876 the fire brigade was called out one hundred times; there were seventy-two fires and twenty-eight unnecessary alarms. The losses, as nearly as could be ascertained, aggregated \$165,758. The



amount of insurance on property destroyed or damaged during the year was \$244,900.

The Committee of Fire, Water and Gas in 1877 recommended that Mr. James Ashfield receive the sum of \$1,250 per annum instead of \$1,000, that being \$250 less than he had previously received.

During 1877 there were one hundred

(796) respecting the organization and management of the fire department, to amend by-law 473, passed May 28th, 1877.

Section V.—The whole apparatus and management of the fire department, with the exception of the men composing the brigade, shall be under the direction of the Chief Engineer; and the men compos-



FIRE HALL NO. 11—S. W. COR. ROSE AVENUE AND HOWARD STREET—BUILT 1884.

and thirty-seven calls, thirty-nine of which were unnecessary alarms. The several losses by fire amounted to \$106,034, on which there was insurance for \$236,925. The fire engine which had been stationed at the Portland street fire hall was sold to the municipality of Lanark for \$1,200.

The subjoined is a portion of a by-law

ing the fire brigade shall be under the direction of the chief of the brigade subject to instructions from the said committee; but at every fire the chief of the fire brigade, or other the senior officer of the brigade who may be present, shall have sole control over all members of the brigade and all persons engaged at any fire, and over all the engines and appar-

atus belonging thereto during any fire; and any person who shall refuse or neglect to obey any legal order of the said chief of the fire brigade at or during any fire, or other the senior officer present at any fire shall be subject to the penalties of this by-law.

Section VII.—In the absence of the chief of the brigade the senior officer of the brigade who may be present, and in case no officer is present, the senior foreman shall have the powers and perform the duties of the chief.

On the re-organization of the fire department in 1878 Richard Ardagh was made chief of the brigade, the real post of responsibility in the department. Though not so long in the service, Mr. Ardagh was one of the oldest firemen in the city. Forty years ago when but fifteen years old, he joined the Toronto hook and ladder company. Afterwards for seven years he was captain of the Union hook and ladder company once known as the "Wreckers." He was first foreman of the brigade when assistant engineer William Charlton was killed at a Yonge street fire, and on his death he succeeded to his position, which he held for fifteen years.

In 1878 three additional hose stations had been added, No. 7 on Beech street (now Wilton avenue), east of Parliament, No. 8 on College street, corner of Bellevue avenue, and No. 9 on Dundas street, near the corner of Queen street.

In 1879 James Ashfield continued chief engineer, Richard Ardagh having been raised from first assistant engineer to chief of brigade. The number of fire alarm telegraph signal boxes had been increased to one hundred and forty-two.

The salaries of the officers of the fire brigade were fixed by by-law in the early part of 1879, as follows:

James Ashfield, chief engineer.....	\$ 800
Richard Ardagh, chief of brigade....	1,000
Thomas Graham, assistant chief of brigade .....	650
Donald Gibson, superintendent fire alarm telegraph .....	800
Albert Gilbert, assistant superintendent fire alarm telegraph.....	600
Foremen of sections, each.....	550
Ordinary firemen, each .....	480

During the year 1879 the brigade was called out one hundred and fifty-six times; there were one hundred and ten fires and thirty-six unnecessary alarms. The total amount of losses on buildings, merchandise and furniture is estimated at \$194,328, and the aggregate amount of insurance thereon \$451,525.

In 1880 there were one hundred and seventy-six alarms of fire, sixty-seven of which were unnecessary. The total amount of losses on buildings, merchandise

and furniture is estimated at \$61,022, and the aggregate amount of insurance thereon \$143,550.

Three firemen, Thomas Doughty, Frank Forsyth and Martin Kerr earned a testimonial from the Council for their heroism displayed at a fire in the Revere block on 3rd December, when they rescued several of the inmates of the premises in a more or less burned and suffocated condition, and who would have inevitably perished but for the noble efforts of those brave men.

Early in that year the salvage service was discontinued, the members of the salvage corps being transferred to the new hook and ladder section established at the Portland street station.

In order to give the fire brigade more control over the streets during the progress of a fire, this by-law was passed November 1st, 1880, to amend by-law entitled "A by-law for the organization and management of the fire department": "It shall and may be lawful for the chief engineer or the chief of the fire brigade, or other officer in charge at any fire, in his discretion to declare and to cause any highway, street, lane, public place or square, or part thereof, to be closed to all wheeled or other vehicles, including street cars, between any two cross streets or points, in such manner and for such time during the progress of any fire as he may see fit, so as to prevent injury to the hose and other apparatus belonging to the department, and no person shall enter upon any portion of any street, lane, public place or square during the time the same shall be so declared closed, and closed as aforesaid, with any such vehicle or street car, without incurring the penalty of this by-law."

In 1881 the brigade was called out one hundred and sixty-five times. There were one hundred and thirteen fires and fifty-two unnecessary alarms. The losses by a large number of the fires were very trifling. The total amount was only \$33,563, which speaks highly for the working of the brigade, which must have been extremely prompt in its action on occasions of fire. The insurance on property damaged or destroyed amounted to \$168,844.

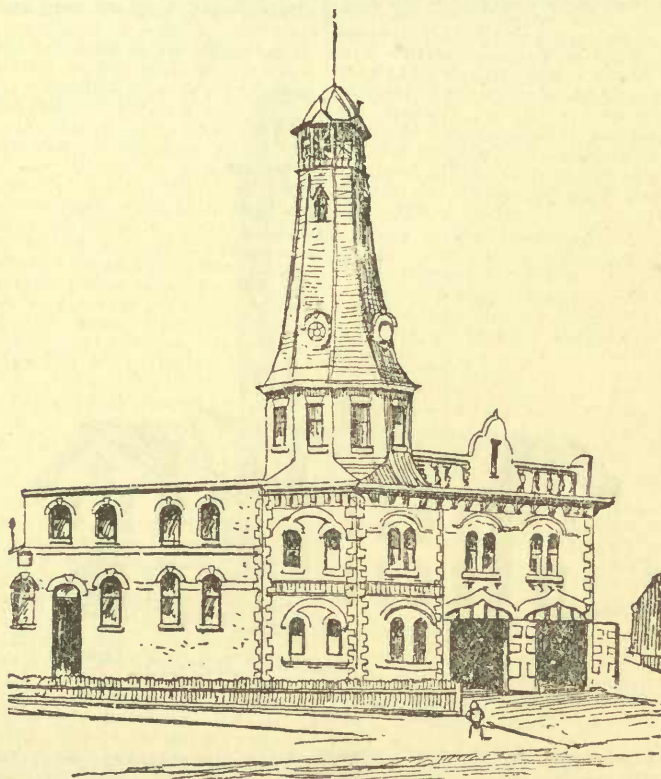
In 1883 Mr. Ashfield was still engineer, Mr. Ardagh chief of the brigade and Mr. Thomas Graham assistant chief. There were one hundred and forty-eight fire alarm boxes and new stations located as in 1878. Of engine house No. 1, Alex. Auchincloss was foreman; of No. 2 A. Charlton and Joseph Davis, foremen; No. 3 Samuel Townley, foreman; No. 4 John Noble; No. 5 Charles Smedley and William Villiers; No. 6, Frank Forsyth; No. 7, James Thompson; No. 8, Frank Smith; No. 9, Henry Leach; No. 10,

John Robinson and J. McGowan foremen. The village of Yorkville was annexed to the city in 1883, and the station on Yorkville avenue was equipped with a hook and ladder and hose section. The chief officers of the department remained the same with the addition of Joseph Davis, assistant chief for the west side of the city, and John Thompson assistant chief for the east side.

Early in 1884 a new chemical engine

the Brock avenue hall were transferred to the new building.

In 1885 the strength of the department, according to the chief engineer's annual report, was—Officers and members, 75, including the superintendent of the fire alarm telegraph and his assistant. The number of fire alarm boxes was 154, all of which were in good working order. The chemical engine was spoken very highly of. With it 17 of the fires of the



FIRE HALL NO. 12—BOLTON AVENUE—BUILT 1884.

was procured from the Fire Extinguisher Manufacturing Company of Canada for \$2,500. This had been needed for a long time by the department and was extremely useful in preventing some very bad fires. The next year No. 13 was added, at the corner of Brock avenue and Dundas street, Samuel Townley being foreman. In 1895 a new double hall was erected on Dundas street, near St. Clarens avenue, and the men and appliances stationed at

year were extinguished without the aid of any other apparatus and with very little loss. The brigade was called out to fire duty 208 times. The losses by fire, as ascertained, were \$281,563, and the several insurances on property destroyed or damaged amounted to \$429,950. A large proportion of the losses was more than covered by insurance, and only three of the fires were of the class involving heavy loss.



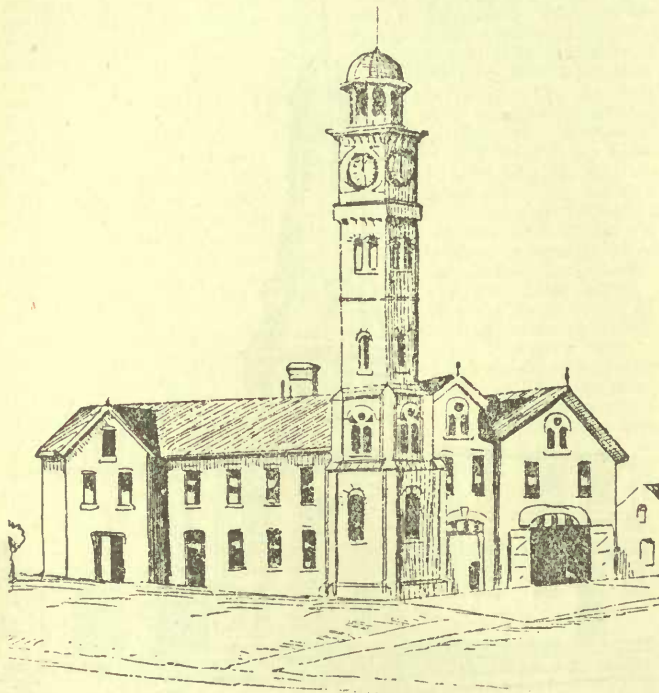
In 1885 the number of signal boxes had increased to 174. In 1886 two more hose stations had been added—No. 11, at the corner of Rose avenue and Howard street, Charles Ardagh foreman; No. 12, on Bolton avenue, William Browne, foreman.

The most important question before the Committee on Fire and Gas in 1886 was the purchase of a new and improved system of fire alarm telegraph apparatus complete, to replace the one then in use, which had been found unreliable on several occasions. After considering the mat-

In 1887 the following by-law was passed to provide for the government of the Toronto Fire Brigade (Passed January 31st, 1887).

#### Duties of Chief of Department.

To have control and direction of his bureau of supplies and light, and of all clerks assigned to duty therein. Be responsible to the Committee on Fire and Gas for the conduct and management of his bureau. To receive the daily and order reports and returns from the Chief of Brigade and keep an accurate record in



FIRE HALL NO. 14—OSSINGTON AVENUE, NEAR BLOOR STREET—BUILT 1888.

ter fully, and getting all necessary information on the subject, the whole of the apparatus was purchased from the Gamewell Fire Alarm Company, of Boston, who originally constructed the first fire alarm system in Toronto. The whole of the new system was in working order by June, 1887. The brigade was called out 274 times in 1886. The amount of loss by fire was \$280,902, on which the insurance was \$1,164,163.

The Lombard street fire hall, which was built in 1886, is styled the Central fire hall.

convenient form for reference of all business transacted in his bureau. To purchase all supplies required and forward same on being properly vouched for to the committee for payment. To issue all supplies on requisition from the other departments.

#### Duties of Chief of Brigade.

To keep an accurate record of all fires occurring in this city and operations thereat, or elsewhere, when called out of the city. To attend all fires and have same extinguished with the least possible damage to life and property and prevent

unnecessary damage by water at fires. To cause all sections not needed at fires to promptly return to quarters. To make official reports of his actions and that of the officers and members under his command when necessary. To have power, and it shall be his duty, to demolish buildings and parts of buildings which, in his judgment, might cause further damage to life or property, or which, in his judgment, it may be necessary to demolish to prevent the spread of fire. To promptly report to the Committee on Fire and Gas any officer or member who cannot perform full duty in the department. To have power, and it shall be his duty, to summarily suspend from pay and duty any person under his command for a flagrant violation of law, rule, regulation or direction, in all cases where the interest of the citizens or reputation of the department would suffer if such prompt action should not be taken, reporting cases at once to the Chairman and Committee on Fire and Gas.

#### Duties of Assistant Chiefs.

The Assistant Chiefs shall perform all such duties as the Committee and Chief of Brigade may require; and in the absence of Chief of Brigade, the First Assistant Chief shall perform all his duties.

#### Duties of Foremen.

It shall be the duty of foremen of sections to see that the apparatus entrusted to their care and the several buildings in which the same may be stationed, and all articles in or belonging thereto, are kept clean and neat, and in order for immediate use; they shall also preserve order and discipline at all times in their respective sections; they shall promptly report to the chief of brigade all delinquencies on the part of officers or members of their respective stations, the names of members absent from duty, with the excuse rendered, if any, for such absence, and such other matter as they may deem advisable and necessary.

The hosemen shall be on duty at their respective stations at all times, except during fires, and shall discharge all duties appertaining to their positions during the time the apparatus is in service. It shall be their duty to keep the station, hose carriage and hose in a proper and clean condition, and they shall be subject in all things to the directions of the foreman, and shall also keep their proper share of the watch.

#### General Regulations.

It shall be the duty of all foremen, hosemen, laddermen and drivers of sections to remain at their respective stations at all hours, and on failure to comply with those requirements, they shall

be subject to fine or dismissal from the service, provided, however, that one member at a time from each section may have leave of absence one-half day and one night in each week, from one p.m. to eight a.m. the following morning; leave of absence may be granted on application to the chief of the brigade through the foreman. \* \* \* Absence from a fire without good and sufficient cause shall subject the party absenting himself to suspension and dismissal. Racing to and from fires not allowed under any circumstances, and if the apparatus of the several sections proceed on the same street they shall do so in single file. \* \* \* Any member of the brigade neglecting to wear his uniform while on duty shall be liable to fine, suspension or dismissal. The chief of brigade and assistant chiefs, foremen and all members of the brigade shall give their whole and undivided time to the brigade duties.

Every man of the force will be liable to suspension for the following offences:—

Disobedience to orders.  
Being in a state of intoxication.  
Insolence in word or manner.  
Violent or coarse language or behaviour.  
Neglecting duty.

Frequenting taverns.  
Interference in elections, municipal or parliamentary, except for the purpose of exercising their own franchise.

#### Qualification for Membership.

That hereafter all persons appointed to membership in the uniform force shall possess the following qualifications:—

No person shall be appointed to the fire brigade or continue to hold membership therein who is not a subject of Great Britain, or who has ever been convicted of a crime, or who cannot read or write understandingly in the English language. They shall not be less than 5 feet 7 inches in height, 135 pounds weight and 33 inches in circumference of chest (quiescent.)

They shall not be more than thirty years of age. Deception or attempt at deception shall be cause for rejection. Before being appointed they shall pass the medical officer and be tested by the chief of brigade in climbing ladder, handling apparatus and performing all necessary duties incident to the duties to be performed, and receive a certificate of qualification from both officers.

In 1887 the fire brigade was increased to eighty-one men, including officers, divided into seventeen sections; thirteen sections of branch and hose men, three sections of hook and ladder men, and one section of the chemical engine. There were three steam engines in use, besides

the chemical engine and all other apparatus necessary for the extinguishing of fires. There were 308 fires and alarms during 1887, on which the aggregate losses were \$78,685, covered by \$638,149.

At the end of 1888 two of the steam fire engines were put out of commission. In that year the brigade answered to three hundred and eleven alarms of fire, with losses amounting to \$215,192, on which there was insurance for \$967,979. During 1888 a new composite police and fire station was erected on Ossington avenue, immediately north of Bloor street, to afford protection to the residents of

ing officer, and Mr. John McGowan secretary of the department. During this year the force of men was again increased, there being ninety-five officers and men, besides the drivers. The apparatus was about the same, with the exception of the steam engines, all of which were out of commission at the end of the year. The number of calls was three hundred and seventeen; the losses by fire were \$134,760, and the insurance amounted to about \$1,016,138. The town of Parkdale having become annexed to the city in 1889, the hose reel station on Cowan avenue was continued as part of the



RICHARD ARDAGH, CHIEF TORONTO FIRE BRIGADE, 1889-95.

that neighbourhood, which, as the village of Dovercourt, had been annexed to the city during that year. A hose section was first established, and in 1895 a hook and ladder section was added.

In the early part of 1889 Mr. Richard Ardagh was promoted to be chief of the fire department, an office which he had really held for some years, as Mr. James Ashfield had been relieved from active duty some time before. The offices of chief of the fire brigade and chief engineer of the department were abolished, and Mr. James Ashfield became purchas-

city's fire fighting system.

On June 15th, 1890, Mr. James Ashfield, who had been chief engineer of the fire department for many years and purchasing officer after retiring from active duty, died at his residence, 24 Shuter street, after a painful illness. He first joined the volunteer brigade in 1839, was elected captain in 1846 and chief engineer in 1851.

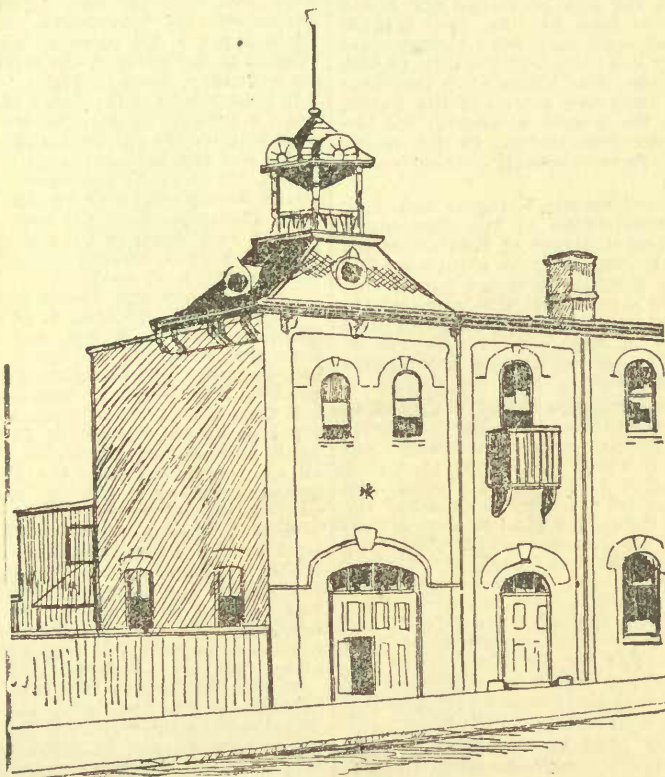
During the year the brigade responded to three hundred and eighty-five calls, an increase of sixty-eight over the year 1889, or an excess of twenty-one per cent.



The most destructive fire was that at the University, which did damage to the extent of \$363,706. The total amount of loss by fire during the year was \$487,186, including the University fire. The insurance on property destroyed or damaged was \$1,184,473. Except for the University fire, the loss was far less during this year than it had been for some years previous.

to 15 years. From 15 to 20 years at the rate of 15 days' pay for each year's service.

From 20 years and upwards at the rate of one month's pay for each year's service completed. Any member worn out in the service after 10 years and up to 15 years, shall receive a gratuity of 20 days' pay for each year's service completed.



FIRE HALL NO. 13—BROCK AVENUE, NEAR DUNDAS STREET—BUILT 1885.

In 1890 a by-law was passed to create and establish the Toronto Fire Superannuation and Benefit Fund, which provided as follows:—

Any member resigning in good health after one year's service and up to 10 years shall be entitled to receive the amount he has contributed to the fund. Any member resigning in good health after 10 years service shall receive a gratuity, to be calculated at the rate of 10 days' pay for each year's service up

After 15 and up to 20 years a gratuity calculated at the rate of one month's pay for each year's service.

After 20 years and upwards a pension for life at three-eighths of his pay.

In case of injury in execution of duty, five years service and under, one-fifth pay for life; five to ten years, one-fourth pay for life; ten to fifteen years' service, three-eighths pay for life; fifteen to twenty years' service, one-half pay for life.

Towards the fund the City Council contributed \$10,000 and the members of the brigade were thereafter assessed monthly two per cent. of the gross amount of their wages. All donations and gratuities from time to time given by citizens or corporations to or for the benefit of the fire brigade and the proceeds of all fines which from time to time may be imposed upon employes of the fire department are also added to the fund.

In 1891 the city purchased the horses which were used by the fire brigade under contract; they were twenty-eight in number and they cost the city \$4,630, with harness, etc. There were four hundred and forty-two alarms of fire during the year, the largest number in the history of the department. In the month of May there were seventy-four calls upon the force.

A combined chemical engine and hose wagon was added to the department in 1892, and stationed at Portland street fire hall. During the year there were 503 alarms of fire, the greatest number occurring in April and the smallest in August, while the most destructive fires took place in May, when there were 28 alarms. The losses on these fires aggregated \$220,509.

In 1893 the department consisted of 122 officers and men, including the drivers. The apparatus was practically unchanged, although the urgent need of a steam engine had been put before the Council several times by the chief of the fire department. The total number of fires was 555, an increase of 52 over 1892. The department was called out 94 times in November alone. There were 51 cases of incendiarism during this year. The losses by fire aggregated \$195,403, and the insurance thereon was \$1,021,081. The total loss for 1892 was \$220,509, which shows a decrease of \$25,105 for 1893, although there were 52 more alarms than in the previous.

The year 1894 was uneventful, there being practically nothing new in the history of the department to chronicle.

Hardly had the year 1895 been ushered in before the city was visited by a series of disastrous conflagrations which destroyed a number of large warehouses and other business establishments.

The first of these fires broke out in the "Globe" office on the south-west corner of Yonge and Melinda streets, at an early hour on the morning of Sunday, January 6th. While assisting to lower the big aerial ladder on Melinda street, Fireman James Bowrey, attached to the Lombard street hook and ladder section, was buried under a mass of bricks by the falling outward of the "Globe"

wall, and sustained injuries which proved fatal a few hours afterwards.

Chief Ardagh also sustained injuries at the same fire which terminated fatally. Along with two foremen he was inspecting premises on Jordan street, and becoming hemmed in by a solid wall of flame, the three men jumped for their lives into the lane running behind the "Globe" office and extending from Melinda to Wellington streets. Chief Ardagh was very seriously injured. From the outset his physicians entertained slight hopes of his recovery and he succumbed to the effect of his terrible injuries on Sunday, January 27th.

In consequence of the death of Chief Ardagh a number of changes were rendered peremptory in the command of the brigade, and the following promotions were made. To be chief—Thomas Graham, formerly deputy-chief; to be deputy chief, John Thompson, formerly assistant chief for the east end; to be assistant chief, William Villiers, formerly foreman of the Court street hose section.

Two new powerful steam fire engines were purchased, one from J. D. Ronald of Brussels, Ont., for \$5,000, and the other from the Merryweather Steam Fire Engine Company, of Greenwich, England, for \$7,000. The old J. B. Boustead, which had been placed out of commission, was repaired at an expense of \$1,800 and again brought into requisition. The Council also purchased from the Fire Extinguisher Company of Chicago, one improved "Champion" water tower at a cost of \$6,800. The brigade was also strengthened by the addition of two hook and ladder waggons, stationed at the Ossington avenue and Bolton avenue stations, and a chemical engine which was put into commission at the Portland street hall. The numerical strength of the brigade was also increased.

The fire brigade in 1895 was composed of 132 officers and men and drivers. There were thirty-six horses, eleven single horse hose carts and waggons and four two horse hose waggons, one Babcock aerial turntable hook and ladder truck, five hook and ladder trucks, one double cylinder chemical engine, one combination double cylinder chemical fire engine and three steam fire engines and one "Champion" water tower. These men, horses and equipments were divided amongst fifteen hose sections, five hook and ladder sections, and one chemical engine section, stationed at the several fire halls, of which there were fifteen, as follows:

At Bay Street Fire Hall—Foreman of hose section, Joseph Lamb; three members of hose section, one driver of hose cart, one one horse hose cart, one foreman

of chemical engine section, one driver of chemical engine and two men, one double cylinder chemical engine, one steam fire engine, engineer, fireman and driver.

At Portland Street Fire Hall, West End Assistant Chief, Joseph Davis; foreman of hose section, William Ashfield; three

der truck, complete with ladders, etc., one steam fire engine.

At Yonge Street Fire Hall, North End Assistant Chief, William Villiers; foreman of hose section, W. W. Fox; three members of hose section, one driver of hose waggon, one two horse hose waggon.



CENTRAL FIRE HALL, LOMBARD STREET—ERECTED 1886.

members of hose section, one driver of hose cart, one combination double cylinder chemical engine and driver; foreman of No. 2 hook and ladder section, R. Irwin; eight members of No. 2 hook and ladder section, one driver of No. 2 hook and ladder truck, one two horse hook and lad-

der truck, complete with ladders, etc., one steam fire engine.

At Berkeley Street Fire Hall—Foreman of hose section, John C. Noble; three members of hose section, one driver of hose cart, one one horse hose cart.

At Lombard Street Fire Hall—Deputy chief, John Thompson; foreman of hose section, W. J. Swift; three members of



hose section, one driver of hose cart, one one-horse hose cart. Foreman of hook and ladder section No. 1, W. J. Smith; ten members of hook and ladder section No. 1, one driver of hook and ladder truck, one two-horse ladder truck, complete; one Babcock aerial turn-table hook and ladder truck and extension ladder, complete,

of hose section, W. A. Auchincloss; three members of hose section, one driver of hose cart, one one-horse hose cart.

At Wilton Avenue Fire Hall—Foreman of hose section, Frank Smith; three members of hose section, one driver of hose cart, one one-horse hose cart.

At Dundas Street Fire Hall—Foreman



FIRE HALL NO. 15—COWAN AVENUE—BUILT 1880—ANNEXED TO CITY 1889.

with ladders, hooks, axes, door openers, crow-bars, lamps, etc.; one driver of aerial truck and one tiller man; one "Champion" water tower, and one steam fire engine, engineer, fireman and driver.

At Queen Street Fire Hall—Foreman of hose section, Frank Forsyth; three members of hose section, one driver of hose section, one two-horse hose waggon.

At College Street Fire Hall—Foreman

of hose section, A. Charlton; three members of hose section, one driver of hose cart, one one-horse hose cart.

At Rose Avenue Fire Hall—Foreman of hose section, C. O. Ardagh; three members of hose section, one driver of hose cart, one one-horse hose cart.

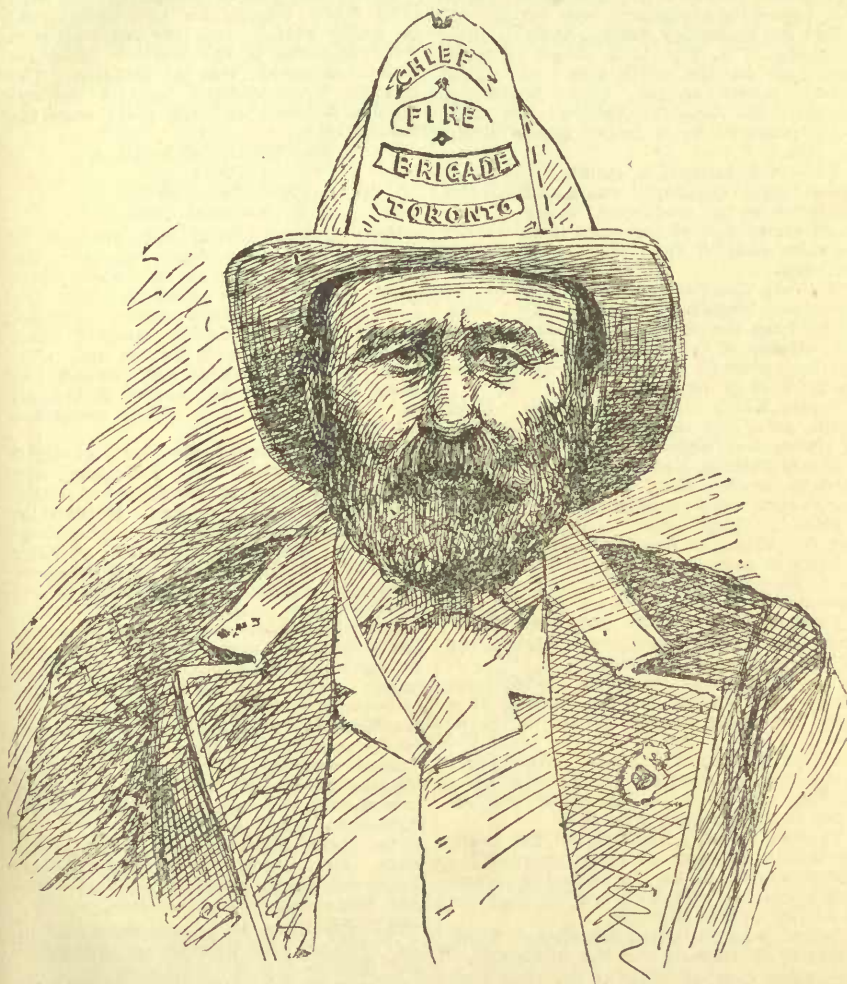
At Bolton Avenue Fire Hall—Foreman of hose section, James Ashfield; four members of hose section, one driver of hose

waggon, one two-horse hose waggon, one hook and ladder waggon equipped and manned, with W. A. Brown foreman.

At Yorkville Avenue Fire Hall—Foreman of hook and ladder section No. 3, Charles Smedley; seven members of hook and ladder section No. 3, one driver of

hose section, Robert Thompson; three members of hose section, one driver of hose waggon, one one-horse hose waggon.

At Ossington avenue fire hall—Foreman of hose section, R. Schoales, three members of hose section, one driver of hose waggon, one one-horse hose waggon; fore-



RICHARD ARDAGH—DIED JANUARY 27, 1895.

hook and ladder truck, one two-horse hook and ladder truck, complete; foreman of hose section, John Smith; three members of hose section, one driver of hose cart, one two-horse hose cart.

At Brock avenue fire hall—Foreman of

man of hook and ladder section, No. 4, Joseph Donnelly, four members of No. 4 hook and ladder section, one driver, one hook and ladder waggon.

At Cowan avenue fire hall—Foreman of hose section, George H. Ford; three mem-

bers of hose section, one driver of hose cart, one one-horse hose cart.

Several members of the fire brigade were killed while in the faithful discharge of their hazardous duties. The death roll of the brigade contains the following names:

William Thornton, a member of one of the volunteer companies, was fatally injured on November 22nd, 1848, while working at a fire in a block of brick buildings on the south side of King street, known as the City Buildings, opposite St. James' cathedral. His skull was fractured by a heavy stone falling on him.

Frederick Lepper, a member of No. 6 Hand Engine Company, was killed in 1858 at a fire on the north-east corner of Adelaide street and Stotesbury's lane, a short distance east of the present post-office building.

William Charlton, assistant chief of the volunteer brigade, died on July 10th, 1866, from the effect of injuries received on July 4th of the same year at a fire on the east side of Yonge street nearly opposite Trinity square.

James Kidd, killed September 17th, 1869, at a fire on the north-east corner of Queen and Esther streets.

James Phillips, foreman of No. 4 section, died September 15th, 1879, from illness contracted while working at a fire in Davies' packing house, caused by inhaling the fumes of burning saltpetre.

William Ashfield, brother of James Ashfield, died October 5, 1880, from injuries received at a fire in Beard's elevator.

Thomas Charters died April 14th, 1881, from injuries sustained while working at a fire in Hamilton's foundry.

John Davis died July 10th, 1884, from injuries received by the overturning of a hose reel while answering an alarm of fire.

Albert Gilbert was killed July 16th, 1884, by the collapse of the roof of a burning stable at the corner of Parliament and Sydenham streets.

Thomas Everist, killed April 24, 1890, by falling through an elevator shaft in Pears' spice mill on the corner of Yonge and Alexander street during the progress of a fire in the building.

Robert Bowrey, killed January 6, 1895, under a falling wall at the Globe fire.

Richard Ardagh, Chief of the Fire Brigade, died January 27 from injuries sustained at the Globe fire in jumping, along with Foreman Forsyth and Smedley, from the third storey of one of the burning buildings.

Chief Ardagh's body lay in the parlour of his home on Sherbourne street, and many citizens and most of the

Fire Brigade called at the house to view the face of the man who sacrificed his life to his duty as a public servant. Mrs. Ardagh requested that floral tributes should not be sent, but, although no flowers were displayed, several beautiful offerings were received.

The casket was of cedar, covered with fine, black broadcloth, and upholstered in white satin. On the top and ends were emblems of the Masonic Order, of which deceased was a member. The handles were oxidized bars of the extension pattern, and the plate bore the inscription:

RICHARD ARDAGH,

Died

27th Jan., 1895,

In his 63rd year.

Mrs. Ardagh having been confined to her bed for two days, on her account the services at the house were made as short as possible. Rev. Dr. Henderson, of Carlton street church, where the chief attended, made a short address touching upon the life and character of him in whose last honour they were assembled. An earnest invocation and the reading of a hymn completed the ceremony.

The pall-bearers were Acting Chief Graham, Assistant Chief Thompson, Ald. Bell, ex-chairman of the Fire and Light Committee; Ald. George McMurrich, chairman of the Fire and Light Committee; Aubrey White, master of King Solomon's Lodge, A. F. & A. M.; Samuel Hollingsworth, and two members of Excelsior Lodge, A.O.U.W.

Many members of the old volunteer Fire Brigade were present, and Ald. A. Stevenson, chairman of the Fire Committee of the Montreal Council, and Assistant Chief Engineer Buckingham, of the Montreal Fire Brigade, were among the prominent outsiders noticed.

About twenty-five members of King Solomon Lodge, 22, A.F. & A.M., were present, as well as a representation from Excelsior Lodge, A.O.U.W.

The procession was very lengthy, the route taken being by Gerrard, Jarvis, Bloor and Yonge streets, to Mount Pleasant Cemetery.

The following is a complete roll of the Toronto Fire Brigade on September 1st, 1895:—

Officers—Thomas Graham, chief; John Thompson, assistant chief; Joseph Davis, West District chief; Wm. Villiers, North District chief; Donald Gibson, superintendent fire alarm telegraph; John S. Craig, assistant superintendent fire alarm telegraph; R. J. McGowan, secretary of department.

Chemical Engine No. 1, Bay and Tem-



perance streets—Robert Hunter, foreman; N. Sweetman, Thomas Graydon, John Ward, hosemen; Arthur Lucas, driver; Thomas Doughty, caretaker and messenger.

Hose Section No. 1, Bay and Temperance streets—Joseph Lamb, foreman; Thomas Spence, David Reddick, Alfred Potter, hosemen; I. Cluff, driver.

Hose and Chemical Section No. 2—W.

street—W. J. Swift, foreman; S. Price, Robert Green, Thomas Corbett, D. McLean, hosemen; Alfred Everist, driver.

Hose Section No. 6, John and Queen streets—Frank Forsyth, foreman; James Forsyth, Moses Thompson, James Gordon, W. Crawford, hosemen; D. Nolan, driver.

Hose Section No. 7, 220 Wilton avenue—F. Smith, foreman; Robert H. Sargent, W. C. Patterson, George Worrell, hose-



THOMAS GRAHAM, CHIEF OF BRIGADE, APPOINTED 1895.

F. Ashfield, foreman; A. W. Smith, W. J. Farley, H. Atkinson, Jos. Spence, hosemen; H. Hamilton, driver.

Hose Section No. 3, 487 1-2 Yonge street—W. W. Fox, foreman; James J. Creighton, Thomas R. Jones, Thomas J. Pointon, hosemen; David Gordon, driver.

Hose Section No. 4, Duke and Berkeley streets—John C. Noble, foreman; Wm. Crawford, John Coulter, James Harris, hosemen; A. Gates, driver.

Hose Section No. 5, 110 Lombard

men; George Sinclair, driver.

Hose Section No. 8, corner College street and Bellevue avenue—W. A. Auchincloss, foreman; Archibald Crawford, George King, H. Atkinson, hosemen; D. W. Slaight, driver.

Hose Section No. 9, 10 Dundas street—A. Charlton, foreman; Thomas Tate, John Taylor, George Wilkes, hosemen; H. W. Matson, driver.

Hose Section No. 10, 20 Yorkville avenue—John Smith, foreman; B. Pollard, Fred.

Milligan, William Lawrence, hosemen; William Aldous, driver.

Hose Section No. 11, 170 Rose avenue—Charles O. Ardagh, foreman; Thomas Deacon, William N. Cross, W. Collard, hosemen; Edward Hill, driver.

Hose Section No. 12, corner Bolton and Allen avenues—J. S. Ashfield, foreman; James Cooke, John Lynch, Henry Jones, J. Fallon, hosemen; John Batkin, driver.

Hose Section No. 13, 318 Brock avenue—Robert Thompson, foreman; Joseph Collard, James Brennan, Michael Teedy, hosemen; R. Gibson, driver.

Hose Section No. 14, Ossington avenue and Bloor street—Richard Schoales, foreman; Henry Leach, Alexander Auchencloss, Thomas Ewart, hosemen; James Jones, driver.

Hose Section No. 15, Cowan avenue and Queen street—H. G. Ford, foreman; C. S. C. Toptis, W. H. Quinn, T. L. Connolly, hosemen; W. T. Stevenson, driver.

Hook and Ladder section No. 1, and Aerial Turn-table Truck No. 1, Lombard street, near Jarvis—W. J. Smith, foreman; Thomas Worrell, tillerman; John T. Brown, William Russell, William Rogers, laddermen; Charles Dickin, tillerman; Matthew McCartney, James Hart, Charles A. Adamson, Robert Foster, William Sleeth, Joseph Fleming, W. Hardy, A. Robertson, laddermen; Alexander Gunn, driver aerial; M. Sawdon, driver H. and L.; Thomas Williams, driver of engine; Thomas Croucher, engineer of engine.

Hook and Ladder No. 2, corner Portland street and Farley avenue—R. Irwin, foreman; Cornelius Burns, Thomas Davis, A. Cochrane, W. H. Saunders, W. Davidson, R. Middleton, W. J. Farley, William Sleeth, K. Graham, S. Townley, laddermen; William Phillips, driver.

Hook and Ladder No. 3, Yorkville ave., near Yonge street—Charles Smedley, foreman; Thomas Scott, Samuel McGowan, John McCormick, Edward Robinson, Daniel Bailey, Arthur Everist, J. W. Beatty, laddermen; F. Russell, driver.

Hook and Ladder No. 4, Ossington ave.—Joseph Donnelly, foreman; W. J. Kearns, J. Commeford, W. A. Calhoun, George Bell, laddermen; J. A. McQueen, driver.

Hook and Ladder No. 5, Bolton avenue—W. A. Brown, foreman; Thomas Sargent, A. Sargent, H. Batkin, W. Winter, laddermen; W. Dobbin, driver.

## CHAPTER CXCVII.

### FIRES FROM EARLY TIMES.

#### **A History of Every Fire of Any Importance which has Happened in Toronto since its Foundation.**

Since the days when Governor Simcoe's tent arose beside the placid waters of Toronto bay, there have been many changes in the congeries of houses which has followed the first canvas dwelling places.

In the down-town district there are few sites which have not been, at sometime or other, under the sway of the flame king that was consuming the buildings that stood upon them. In the old days the fire appliances were primitive and inefficient. In 1838, according to the British Colonist newspaper, the city possessed a volunteer fire brigade, with one engine, probably of the old "break 'er down" type, and two hook and ladder companies, with hose carts. The regulars stationed in the city gave assistance at all fires of any magnitude. The commanding officers were invariably willing that their men should turn out and aid the citizens in their work of subduing the flames. It is recorded in the British Colonist, of 1839, that in October of that year a fire broke out in a dwelling in the western outskirts of the city. The regulars "doubled" to the blaze and had the flames extinguished, by means of buckets filled from the Garrison creek, before the brigade arrived.

The newspapers of that remote period did not give their readers the full and ably written accounts of fires that are to be found in the daily journals of the present time. The amount of insurance is very seldom given, and the other particulars are very meagre.

The first fire of any importance that took place in York (Toronto) was in the last days of April, 1813, when the American forces took possession of the town and thought it a portion of their duty to burn the Parliament buildings, the library and the public documents contained therein. These buildings were situated on the bay front within a very few yards from the shore on the spot where now ends Parliament street. In the celebrated letter (State paper indeed it may be called) of the Venerable Archdeacon John Strachan, of York, to President Thomas Jefferson, they are spoken of as being "two elegant halls with convenient offices," and Dr. Scadding describes them as "having consisted of two separate edifices or halls." They were united by a covered passage or colon-

nade and had been built about seventeen years, when they were burned on that dies memorabilis for York, and its inhabitants April 28th, 1813.

From 1793, when the city was founded, until the latter "twenties" and early "thirties," newspapers were scant both in quantity and in quality, and we have scarcely any records of what fires, if any there were, which took place in York or its immediate neighbourhood.

On the last day but one of the year 1824 the second Parliament buildings which had been erected on the same site as those destroyed in 1813, were entirely destroyed by fire, "but this time," says Dr. Scadding, "not by the hand of an invading foe, but by a fire originating in an overheated flue." The loss was estimated at £2,000 or \$8,000. The furniture and library, such as it was, were saved, but some papers and journals perished.

On Thursday, September 27, 1827, the Mansion House Hotel, which was untenanted, and six other houses, occupied by Messrs. Moore, Nichol, Hunter, Patrick, Hutchinson and Mrs. Berry, were entirely destroyed. The Mansion House was on the north side of King street, adjoining the north-west corner of that thoroughfare with Princess street. Of the other sufferers it is not possible to give any particulars.

A small fire took place May 30, 1829, in the cabinet workshops of a Mr. Gilbert, on Newgate street. It caused considerable damage.

Early in the summer of 1829, the historic residence of the first Lieutenant-Governor, General Simcoe, was burned to the ground. Castle Frank, for so the house was called, was on the western bank of the Don, at the northern end of Parliament street. It was not in use at the time of its destruction, and was supposed to have been set on fire by some fishermen.

On Saturday, August 3rd, 1833, the steamer Canada was partially burned while lying at Feehan's wharf. The flames were discovered by her master, Captain Richardson, and after about half an hour's work they were subdued by the firemen.

On the morning of January 31, 1834, the store of A. Macdonald, auctioneer and commission merchant, on King street, was totally destroyed. The loss was large, Macdonald only being insured for a small amount.

The morning of February 22nd, 1834, York witnessed a fire, which, to quote the Patriot, was a "conflagration more extensive and calamitous than it had hitherto suffered." It broke out about one o'clock, on the east side of Yonge street,

nearly opposite Mr. Ketchum's house, on the north-west corner of Yonge and Adelaide streets. It destroyed the dwellings of Ray & McTurk, cabinet makers; Bell, tallow chandler; Lackie, baker; Bowman, grocer, and Messrs. Kesson & Co., paper-hangers and upholsterers. One life was lost, that of a boy named Struthers, who was burned to death. Mr. Bowman was insured for \$3,000, Mr. Lackie for \$1,000. The Patriot, in referring to the work of the firemen, said:

"To speak in adequate terms of praise of our fire and hook and ladder companies would require another pen than ours. It would be difficult in any city to organize a body of men who, by their general scorn of danger, could be better fitted to encounter and repress a tempest of devouring flames."

"Another pen than ours" and "tempest of devouring flame" are very fine figures of speech, but how utterly absurd they read now.

At 2 o'clock on the morning of September 18th, 1834, a fire broke out in the rear of the premises of Messrs. Monro, Erskine and Burnham, on King street, supposed to have commenced in the bake house of Mr. Erskine, which was a detached building in the rear of his house and shop. In a short time it spread to his house, and also to the extensive premises of Silas Burnham, wholesale and retail merchant, and from them to the premises of Webb, the shoemaker. The property destroyed was of great value. The houses and shops of Erskine, Burnham and Webb were completely destroyed, as was a small warehouse, the property of George Munro. These shops were on the south side of King street, immediately west of George street.

On the night of February 5th, 1836, two serious fires occurred in Toronto. In the first case a house situated on the east corner of Lot (Queen) and Teraulay streets, occupied by Mr. Robert Emery, was entirely destroyed, "and nothing," says the Toronto Courier, "but the extraordinary exertions of our ever active and skillful fire companies prevented the adjoining houses from being swept away by the conflagration."

The second fire broke out on the corner of King and George streets, when a large unoccupied two storey dwelling house and four or five outhouses, the property of Mr. George Dugran; an outhouse containing several hundred bushels of grain, the property of William Foster; a stable belonging to George Monro, and another belonging to Messrs. Armstrong & Beatty were totally consumed.

A company of the 15th Regiment, under Captain Temple, rendered valuable



service in protecting the property which was taken out of the houses and in keeping open a passage for the water carts through the crowds of people who had collected. None of the property was insured.

A destructive fire again broke out in the city on the night of Monday, March 7th, 1836, which destroyed the greater part of the block of buildings on the south side of King street, east of the Market square, extending from Robert Hawke's clothing warehouse to the Crown Inn and Courier office on New Nelson (now Jarvis) street. The fire broke out in a three storey brick building, the property of Christopher Elliott, occupied by John Sproule as a grocer's store and dwelling house. The flames spread rapidly both east and west, and in about three hours the house and store of Robert Hawke to the east of John Sproule's and the three storey brick building on the west, occupied by William Stennett as a silversmith's shop and dwelling house, as well as that of Robert Sproule, were sacrificed, as well as all the sheds, barns and other outbuildings in the rear of the block from Robert Hawke's to the walls of the Courier office and Crown Inn, neither of which was injured. William Stennett and Robert Sproule were both partly protected from loss by insurance, but Hawke's and Elliott were not. Two of the members of the fire companies were severely injured at this fire, notably Robert Emery, captain of the hook and ladder company, who was seriously injured by a fall from the roof of one of the houses during the fire.

Captain Temple and twenty men of the 15th Regiment were on the ground and did good service in protecting property.

On February 8, 1838, a fire broke out in the premises of Mr. Musson, 145 King street east, now 75, which was easily subdued after £100 damage had been done. The Colonist says that "fortunately the flames were discovered at the noon hour, when most of the members of the (fire) companies were at their dinner. Consequently they were speedily on hand. It is a matter for regret that some employers are reluctant about allowing their men to leave their work for this very necessary service." The Colonist office in 1853 was in this building.

The next fire recorded is in May, 1838, when a row of several houses in March street, the owner's name not being given, were set on fire by some persons unknown. The buildings being of wood, they were totally consumed. The police made diligent efforts to find the incendiaries, but were unsuccessful in their search.

Very meagre particulars are given of the burning of Farr's brewery in Lot

street, August 11, 1838. This building was afterwards the Moss and Wallis, and later the Cornell brewery, on the south side of Queen street, opposite the Bickford property of Gorevale. The loss was estimated at £300, a downfall of rain making it impossible to gain much headway. In assisting to extinguish the flames Mr. E. Jarvis had his right arm broken, and Mr. Lacoste, a visitor to the city, was severely burned about the head and shoulders. Two horses were burned to death.

A name that is still well known in Toronto is that of Rogers. On August 30, 1838, Mr. Joseph Rogers' hat manufactory, No. 111 King street east, the second door from the south-east corner of King and Church street, was burned. The damage was £1,000 and the houses adjoining were scorched. In this fire the new hook and ladder apparatus did such good work that the City Council decided to purchase a similar one if the old one could be sold to some other corporation. Mr. Rogers, it is recorded, was on a buying trip to Montreal at the time. An advertisement in an adjoining column states "that notwithstanding the fire, Mr. Joseph Rogers will resume business as soon as a convenient and satisfactory building can be obtained." Thus it is to be seen that even at that early day Toronto merchants were alert and progressive.

January 9th, 1839, witnessed the destruction by fire of St. James Cathedral, erected in 1830, on the site of a former wooden church. It was a stone building, measuring in its interior about 100 x 75 feet, but had never been wholly completed. It contained an excellent organ, presented to the church by Hon. J. H. Dunn, Receiver-General of the province, which also perished, as did a stained glass window, beloved by Torontonians, but execrated by outsiders, as being "in vile tawdry taste." The loss was covered by insurance.

The year 1839 seems, excepting the burning of the Cathedral, to have been singularly free from fires. Only one other blaze is recorded—a small fire on March street, in a house belonging to Mr. T. G. Ridout. No serious damage was done, the flames being extinguished by the use of a few pails of water.

In the burning of the steamer Burlington on March 30, 1840, the city had a general sensation. The Burlington, a side-wheel steamer, costing £16,000, had come up the lake with a mixed cargo, including, amongst other articles, two barrels of gunpowder. "She caught fire while lying at the Government wharf," the present Queen's wharf. The Colonist report reads, "and the Fire Brigade

started to subdue the flames. It became rumoured that the gunpowder was on board and the firemen felt some trepidation about going to the wharf, until one of the hands employed on the Burlington stated that the powder had been landed at Port Darlington, to which place it had been consigned. It was with much difficulty that the firemen got the flames under control. The fine deck-works were destroyed and the engines were seriously damaged. The total loss will be:—ship, £2,000; cargo (about), £500."

The loss on the next fire was very large, amounting to £4,000. On Dec. 2, 1841, the large iron and stove foundry of Good & Co., on the east side of Yonge street, where now stands the Music Hall, was burned through the overturning of a lamp. Several frame houses which stood near by were also consumed. Mr. Good gave employment to nearly 50 hands, who were thrown out of work. The building was of frame, and, as it contained much combustible material, it was impossible to save it. The firemen suffered extremely from the bitter cold, and their hose was frozen several times. The amount of insurance is not given.

On May 6, 1842, Metcalf's machine shop, on the south side of Lot (Queen) street, between Yonge and Victoria streets, formerly occupied as the House of Industry, was damaged to the amount of £250. The origin of the fire is unknown, but the Colonist stated that several suspicious-looking coloured men had been seen about the vicinity some time ago. They had asked for work, but, not being practical men, they were refused. The police arrested a coloured man the next day on a charge of being one of the incendiaries, but, it being impossible to prove anything against him, he was let go. Mr. T. Armstrong, the secretary of the hook and ladder company, received such injuries at this fire that he was laid up for twelve months.

Six brick buildings at the south-west corner of Richmond and Church streets were totally destroyed by fire in July 5, 1842. As in the preceding fire, the cause is not given, while the loss is approximated at £4,000. One of the dwellings was occupied by a Capt. Masterson, who was very ill, and who had to be carried to the street with only a blanket thrown around him. The British Colonist says that the sick gentleman suffered no injury, the weather being very warm. The name of the owner of the houses is not given.

On June 5, 1843, the Blue Bonnet tavern, at the north-east corner of Lot and Sayer streets, was burned. The fire was started in the kitchen, and when the household awoke they found the premises in

a blaze. The fire brigade could do little on account of the high wind, and the tavern was totally destroyed. The loss is not mentioned, nor is the name of the proprietor. A month later, on the 7th of August, Woods' tavern kitchen, "in Colborne street, late Market lane," was burned. The loss was about £25. Two stables in the rear were also burned.

The largest conflagration which the city had yet seen occurred on August 22, 1843. The fire started in the rear of the King Alfred tavern on King street west, and extended back to Broad lane. A tract about one hundred yards square, containing twenty houses, was burned. The damage was £4,000. The great majority of the houses destroyed were occupied by working people, who lost everything. The firemen did good service in preventing the spreading of the flames, but it was impossible to extinguish the original blaze. The King Alfred tavern had only lately been re-furnished at a cost of £450. A subscription was started by the citizens, and £210 was raised to help the people who had been burned out. None of the names of these people are mentioned.

On October 25, 1843, five houses belonging to a Mrs. Morrison, on the south-west side of Lot (Queen) and New (now Nelson) streets, were burned. A servant maid carelessly left a shovelful of live coals on the floor, and one of the houses caught fire, the flames extending to the others. The loss was £2,000.

On Saturday, February 10th, 1844, Jacques & Hay's large upholstery building, at the south-east corner of King and Bay streets, was burned. The building was stored with much varnish, turpentine and similar goods used in a furniture factory. The loss was over £3,000, and there was £1,100 insurance. The origin of the fire was unknown. In this case the regulars did excellent work in saving goods and in assisting the small police force in keeping the spectators back. Mr. John Jacques was injured by falling timbers, but recovered. The fire engine lately purchased proved to be of great value.

On December 10, 1844, the Post Office tavern and stables on Yonge street were partially destroyed. The origin of the fire was incendiary. William Ross, the firebug, was arrested, and was sent to penitentiary for five years.

On Wednesday, 14th August, 1844, a fire broke out on the corner of Yonge and what was then Lot, now Queen street east, which destroyed property to the extent of \$25,000 or \$30,000. The fire was supposed to have started in the rear of the Rob Roy House, in some stables. Owing to the high wind and scarcity of water,



the flames spread quickly among the wooden buildings in the vicinity, and in less than half an hour the Rob Roy House and the four houses adjoining south on Yonge street were totally destroyed. It was feared that the flames would spread to the other side of Yonge street, but they were saved from destruction by the coolness and energy of the firemen, headed by the Mayor. The violence of the fire may be judged from the fact that though the houses consumed were all substantial buildings, they were completely burnt down in less than an hour from the time the fire started.

The Rob Roy House was situated on the south-east corner of Yonge and Queen streets, on the spot where now stands the branch of the Imperial Bank.

The sufferers by this fire were: Mr. Metcalfe, founder, partly insured; Mr. Alexander McGregor, house and stock, insured for \$2,500; Mr. Berry, tavernkeeper; Mr. Joseph Hodgson, tinsmith; Mr. Stephenson saddler, and Mr. Usher, grocer. The amount of insurance on these last is not stated.

On January 4th, 1845, a slight blaze damaged the house and furniture of Mr. James Watkins, 105 Richmond street west, now No. 160, who was tax collector for the district. He was fully insured.

On Monday, January 6, 1845, a fire broke out at Messrs. Metcalfe & Cheney's pail manufactory, Church street, on the east side, near Queen street east, doing considerable damage. For a time it was feared that the flames would spread to a great extent, but the activity of the firemen prevented much damage to the neighboring property. The loss was fully covered by insurance.

No fire of any importance occurred until Friday, May 9, 1845, when a disastrous blaze destroyed much valuable property between Church and Yonge streets. At about a quarter past two p.m. flames were seen issuing from the out-premises of William Musson, who previously was burnt February 8, 1838, a tinsmith on King street, from whence they spread rapidly to Messrs. Smith & McDonell's storeroom, which was filled with oils, groceries and spirits, including about 100 barrels of whiskey. The exploding of these casks caused the flames to spread over the adjoining vacant lots, which burned for some time. There was at that time a very wide space between King street and the next parallel street towards the bay—Market street. The intervening space was occupied, from Church to Yonge streets, with wooden buildings, some of them very old. In the centre of these buildings the fire originated. The flames had spread to

an alarming extent before the fire engines arrived on the scene, and when they did arrive the supply of water was very limited. Before long Mr. Brewer's book bindery was enveloped in flames, and from thence the fire ran south towards the post office, burning Mr. Bercey's stables, and placing the post office building in great danger. It was hoped that the progress of the flames would be stayed at this point; but, in spite of all efforts, the rear premises of Messrs. Norris, chinaware merchants; Mr. Wakefield, auctioneer; Messrs. Wightman & Co., drapers; Messrs. Wragge & Co., hardware merchants; Mr. R. H. Brett, general merchant; Messrs. Thomas Rigney & Co., general merchants; a vacant store, and the jewellery store of Messrs. Rossin Bros. were soon all a prey to the devouring element.

By great exertions the store of Rigney & Co. was saved from destruction, but the fire caught the main building of Messrs. Wragge, and extended to Mr. Brett's two stores, and to that of Messrs. Rossin Bros., and the four handsome brick buildings were completely destroyed. Three other large stores were all on fire, but were ultimately saved. Most of the loss caused by this fire was covered by insurance, the greatest losers being Mr. Brett and Messrs. Rigney.

Mr. Brett's stock amounted to \$35,000, insurance about \$20,000. Messrs. Rigney were insured for about \$30,000, which covered their loss.

The papers expressed great dissatisfaction at the inadequate supply of water on this occasion, and at the fact that a regiment of foot soldiers were in the garrison and not one of them was present at the fire. Much thankfulness was felt that the night was so still; had the wind been high it is impossible to say where the fire would have stopped.

Musson, the tinsmith, mentioned above, resided and carried on business at 59 King street east, same place where J. D. King & Co.'s store is now. To the west of his place of business, at No. 54, was the famous grocery establishment of J. F. Smith and Duncan McDonell, which afterwards became the office of the Colonist newspaper, under the proprietorship of Samuel Thompson, subsequent to the death of Hugh Scobie. On the south-east corner of Leader lane and King street was Brewer's stationery and book-binding establishment, No. 48; on the south-west corner was Kissock's, then came Norris' (44) china shop. Wightman & Co., the drapers, were at 42; William Wakefield, the auctioneer, at 40; W. & J. Cross, Rigney & Co., and then R. H. Brett at 34, and Rossin Bros., the jewellers, at 32. Rigney & Co. were also on



the south side of King street, afterwards removing opposite to the south-west corner of King and Toronto streets.

On Tuesday, 4th November of the same year, a large three-storey warehouse on Rees' wharf was entirely destroyed. Its contents consisted of a considerable quantity of salt and whiskey and other merchandise and were a total loss. The lessee of the wharf, Mr. McMillan, was fully insured and the owner of the goods partially so.

Rees' wharf was at the foot of Simcoe street, and had been the property of the well-known Dr. Rees.

A great amount of damage was caused by a fire on King street, on Saturday evening, 1st March, 1846. The fire started in Mr. Webb's shoe store, and spread rapidly to the dry goods store of Messrs. Creighton & Hall. Most of the goods were removed and the flames were got under control, though not before they had occasioned some damage to the chambers of Messrs. Smith, Crook & Smith, barristers. The whole loss was fully covered by insurance. No cause could be assigned as to the origin of the fire.

Webb's store was at 28 King street east, almost on the site of the Golden Lion, and Creighton & Hall's was a little to the west, No. 24, where Mr. Creighton resided.

This same month of March, 1846, saw another bad blaze, which occurred in some new brick buildings on King street near the Temple Chambers. It was supposed to be the work of incendiaries. In two hours it destroyed three fine brick buildings, the property of Hon. H. J. Boulton, and another the property of Mr. Helliwell. All the property burned was covered by insurance. One fireman, whose name could not be ascertained, earned great praise by his courageous conduct at this fire.

The H. J. Boulton mentioned above was the occupant of Holland House, sometimes known as the Castle. Thomas Helliwell was a brewer and resided at 197 King street east.

On May 5th, 1846, Richmond street was visited by incendiaries. The fire originated in the cabinetmakers' shop of Mr. Bell, which was entirely consumed. It then took a westerly direction towards Yonge street, where it destroyed the backs of some large brick buildings, occupied by Messrs. Bettridge, at the south-east corner of Yonge and Richmond streets, and others. The upper stories of the house on the east side of Yonge street, occupied by Messrs. Thompson, Carbert, Lawson & Bell, were also much injured. The amount of loss is not fully known.

The fire just mentioned was on the south side opposite to the site now occupied by the Confederation Life buildings.

At Yorkville on Friday, December 11th, the house and furniture of Mr. Walker, the toll-keeper, a few yards north of the present St. Paul's Hall, were destroyed, completing the list of fires for the year 1846.

Sunday evening, January 10th, saw the first fire of 1847, when the grist mill, brewery and distillery of Messrs. Thomas Helliwell & Bros., on the Don River, were completely destroyed; also the dwelling house of Mr. Jos. Helliwell. The fire was first discovered about 11 o'clock, when the roof of the cooler was seen to be in flames, which spread with amazing rapidity to the brewery and distillery, consuming them both. The flour mill caught next, and was, with the stone dwelling house of Mr. Joseph Helliwell, completely destroyed. Mr. Eastwood's paper mill was scorched, and was only saved from destruction with great difficulty. The loss was estimated at about \$80,000, of which \$5,000 only was covered by insurance. Many of the workmen employed by Mr. Helliwell had all their clothes burnt, and all had a narrow escape from being burnt to death, as the stairs in the house where they slept, were consumed before they woke.

Helliwell's brewery was on the eastern bank of the Don, not far from where now stands Taylor's paper mills. A full account of this well known establishment is given in Volume I. of Landmarks of Toronto.

A slight fire on John street, north of Queen street west, on Sunday, April 4th, 1847, destroyed the house of Mr. G. A. Barber, proprietor of the Herald newspaper. Mrs. Barber and her children escaped with great difficulty from the house, and all the furniture, etc., was totally destroyed. The house, owned by Hon. Mr. Cayley, was fully insured, but the furniture was a dead loss.

On April 11th, 1847, a fire broke out in the brewery owned by John Doel, on the north-west corner of Bay and Adelaide streets. The fire engines were soon on the spot and about 200 barrels of beer which were stored in the cellar were saved. Mr. Doel's house escaped uninjured owing to the fact that they had a hand fire engine on the premises. The brewery was insured in the Home District Mutual for \$2,600 and in the Johnstown District for \$2,000.

Sunday seems to have been a fatal day for fires in Toronto in those days, as on Sunday morning, April 19, 1847, another fire broke out in Mr. Hiram Piper's

workshop on the east side of Yonge street, one door north of King, which resulted in a considerable loss of property. After consuming Mr. Piper's shop, the fire passed to a stable owned by Mr. Green, gunsmith, burning it, along with a valuable horse and buggy. The fire then extended to the premises of Mr. Robert Love, druggist, and to the back premises of the houses on King street, then occupied by Messrs. Burgess, Lawson, Glassco and Nordheimer, which were consumed, with part of their contents. The losses on this fire amounted to about \$6,000, of which about \$4,500 was covered by insurance.

Piper's tin-smith shop was on the east side of Yonge street, No. 50, some three doors to the north of King street. Green's store was a well-known rendezvous for sporting men, officers from the garrison and the younger class of farmers. After retiring from business as a gunsmith Mr. Green entered the Government service as mail agent on the Allan line, serving for many years. He died in Quebec early in the present year (1895).

A \$3,500 blaze took place on Saturday evening, 8th May, 1847, at the brick tannery owned and occupied by Mr. John Sterling, situated at the foot of York street, 200 feet south of the present Walker House. The fire broke out in the bark mill, and soon extended over the whole building. The prompt arrival of the fire engine and the plentiful supply of water prevented the flames from spreading to the adjoining premises. Mr. Sterling's loss was partially covered by insurance in the Etna company.

At this fire a fireman was injured by a cart knocking him down and passing over him.

A most destructive fire occurred on Sunday evening, May 31, 1847, by which more than twenty families were rendered homeless. The flames were first discovered shortly before twelve o'clock issuing from a frame building on the north side of Richmond street west, near the corner of Yonge street, occupied by James Wiley. As the wind was blowing strongly at the time, the fire soon spread in all directions. The east end of Knox Free Church was soon in flames, and in one hour the edifice was burnt to the ground. Meanwhile the rear of the houses on Yonge street had caught fire, and in two hours the whole range of brick and frame buildings from Richmond to Queen streets, with the exception of one brick and one wooden store, were completely destroyed. The loss by this fire was estimated at about \$10,500, of which not more than \$5,000 was covered by insurance. This fire led to a meeting being called by the Mayor to

consider the subject of getting a better water supply, which, it seems, was badly needed.

The area covered by the ravages of this fire was bounded on the north by Queen, on the east by Yonge, on the south by Richmond and on the west by the grounds surrounding Knox Church.

Of the sufferers by this fire Messrs. Wiley, Carter, Leonard and Mather were insured in the Mutual. Mr. Mulholland, another sufferer, was insured in the Montreal Insurance Company. Knox Church was insured for \$1,600 in the Mutual, and Dr. Burnside, who had just come to reside in the block, was uninsured.

Incendiarism was said to be the cause of the fire by which Knox's church and nine dwelling houses were destroyed.

The tannery owned by Watson & Co., Yonge street, and situated on the Kingston road, three miles from town, was entirely destroyed by fire on Thursday, July 22, 1847. Loss unknown, but there was no insurance.

A tragical occurrence in connection with an attempt to set fire to some premises is reported in the Globe of Saturday, September 4, 1847. On the previous Wednesday fire was seen issuing from the workshop of Mr. Harper, builder, on 107, north side of Richmond street west, but the flames were quickly got under. A watch was set on the premises, and on Friday morning, about 3 o'clock, a man was seen to climb the fence, and proceed towards the shop. One of the watch, James Mullin, followed him with a gun in his hand. Mullin met the man returning, and called on him to surrender; but receiving no answer, and perceiving a flame in the direction of the shop, he raised his gun and fired. The fire was speedily extinguished, but on examination the man was found to be quite dead. The body was identified as that of William Somerset, of York township.

A small fire occurred on Friday, Nov. 19, 1847, in Messrs. Rice Lewis & Co.'s building. The fire was extinguished after about two hours' labor, its ravages being confined to the cellar, where it originated. The loss was about \$3,500, mostly covered by insurance.

Rice Lewis' was at 41 King street east, on the north-east corner of Toronto street. No. 1 Wellington buildings, the historic "Paddock" was known to every one.

The first fire of any importance in 1848 happened on Tuesday, February 1, when a block of buildings, from Rennie's tavern on the north side of Front street, just west of Church street, to Colborne st., were completely destroyed. The fire originated in one of the outbuildings of



Rennie's tavern, and, as the wind was blowing a hurricane from the west at the time, it quickly extended to the surrounding houses, until the entire western part of the block on Front, Church and Colborne streets was levelled to the ground. Twenty-five houses were destroyed, besides outbuildings, and there was but very little insurance on either houses or furniture.

The usual scarcity of water was complained of, and the firemen displayed their usual energy and activity. The sufferers by this fire were as follows:—Mr. Atkinson, two three-storey brick houses, slightly damaged; fully insured. Two three-storey brick houses, owned by Mr. Ald. John Armstrong, partially destroyed, no insurance. A three-storey brick house, the "Tam o' Shanter" Tavern, owned by Mr. T. Aitken, totally destroyed; no insurance. Brick house, owned by Mr. Oxley, completely destroyed; insurance \$1,500. Two storey frame house, owned by Mrs. Thomas; no insurance; the furniture of this house was saved. These houses were all on the north side of Colborne street. On the south side of Colborne street there were destroyed:—The stable and outhouses of Mr. Taylor's shop; loss \$250 to \$300; no insurance. A frame house owned by Mr. J. Platt, totally destroyed; insured for \$650; furniture saved. The next three houses were owned by Mr. Joshua G. Beard, Mayor of the city in 1854. His loss was between \$1,500 and \$2,000; no insurance. Two frame houses, occupied by Messrs. Howard, Wood & Sons, about \$750; no insurance. Two small frame houses, owned by Mrs. Birmingham and Mr. Geo. Henderson, which were not insured; loss about \$800. A building on the corner of Church and Colborne sts., the "Edinburgh Castle" Tavern; insured for \$750, which covered the loss.

The next two buildings on Church street were owned by A. T. McCord, the chamberlain of the city. They were insured for \$300, which covered the loss. The next building was owned by Mr. Murchison, value about \$200—no insurance. A frame building on the corner of Front and Church, owned by Mr. Alex. McLeod; also the next house on Front street; neither was insured—value about \$1,250.

The next was a three storey brick building, owned by Mr. Young, of Rochester—loss unknown. The last place was the large brick tavern occupied by Wm. Rennie, which was not insured—loss, about \$1,800.

The land on which this property stood belonged to the corporation; the leases had just expired and arbitrators had

been appointed to value the improvements on the lots, according to the terms of the lease. The fire thus relieved the corporation of all liability.

On February 19th the workshop of Mr. Medcalf, machinist, on 5 Queen street east, was destroyed. Origin of the fire unknown. The machinery destroyed was valued at \$5,000, insured for about \$2,500. The Rob Roy Tavern narrowly escaped destruction on this occasion, for the second time. Yet another fire happened in this unlucky month of February, on Sunday 26th, when four houses owned by Mr. W. R. Abbott, on Sayer street, and two belonging to Mr. Tilt, were levelled to the ground. Mr. Abbott was fully insured for \$2,000, but Mr. Tilt suffered a total loss.

Mr. Abbott resided at 23 Teraulay street, and Mr. Tilt was a general store-keeper on the corner of Sayer, now Chestnut street.

On Sunday morning, October 15th, 1848, the old house known as Teraulay Cottage, once the home of the Macaulay family, situated on Louisa street, facing the southern transept of Holy Trinity church, was totally destroyed by fire. There was no insurance, and the building was of small value, except for the historic associations connected with it.

On Sunday morning, Oct. 29th, 1848, a fire, which started in the hat shop of Mr. E. H. McSherry, on King street east, the south side, did considerable damage to it and the adjoining premises of Messrs. Betley & Kay. The fire was kept from spreading very far, but Mr. Ellis, a watchmaker, had his stock damaged a good deal in removing it. Mr. McSherry's stock was fully insured for \$2,000; Messrs. Betley & Kay were insured for \$20,000, which scarcely covered their loss. Mr. Ellis was uninsured.

McSherry's house was insured in the Quebec and British America Insurance Companies for \$3,800. Betley & Kay's building, where now stands the C. P. R. office, for \$6,000, also in the British America.

About one o'clock on the morning of Wednesday, November 22, 1848, a destructive fire broke out in a building No. 76 King street east, the south side, near Church, occupied by Mr. Webb as a shoe store and Messrs. Campbell & Hunter, saddlers. The fire soon enveloped the building, and then spread to the upper part of the corner building, occupied by Messrs. Bell & Crowther, John Moulson, Charles Lount and Thomas Bell as offices. Four large brick buildings were almost destroyed, the walls only being left standing. The shop of Mr. Rogers, latter, was at one time in great danger. The loss was

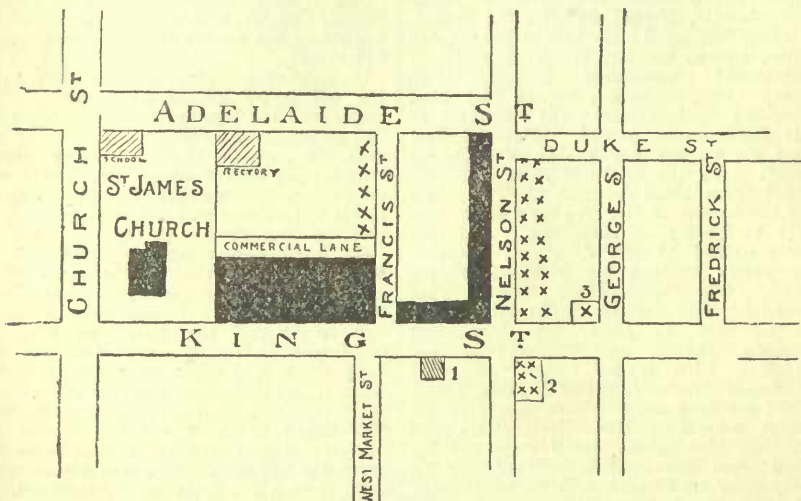


estimated at about \$5,000, but this was supposed to be much less than the actual loss.

Bell & Crowther were solicitors, having offices on the south-east corner of King and Church streets. John Maulson was an accountant, Charles Lount a barrister, and Thomas Bell a land agent.

There were various small fires in the early part of the year 1849, the most important being one which, in the middle of March, destroyed the greenhouses of Mr. George Leslie, of the Toronto Nursery, on the Kingston Road, now known as Queen street east. It is unknown how the fire originated, as by the time the flames were seen the largest greenhouse was almost consumed. Mr. Les-

and the office of the Savings Bank. It crossed Nelson street to the west side to Rolfe's tavern, destroying the whole block, including the Mirror office and Mr. Nasmith's bakery. Proceeding from Rolfe's tavern, the fire consumed the corner building, and then ran along the whole block to W. O'Neill's, levelling the valuable stores of Messrs. Hayes, Harr, Cheney, O'Neill and others in its course. About three o'clock the spire of St. James' Cathedral took fire, and the building was entirely destroyed. About the same time the flames broke out in the old City Hall, consuming the greater part of the front buildings, including a small store which was occupied by Mr. McFarlane. Some slight damage was done to the south side of King street,



PLAN OF CATHEDRAL FIRE, 1849.

Explanation of plan—1, Old City Hall, 2, Mirror office, 3, Nipissing House (escaped). Parts marked × × indicate localities partly destroyed. Black portions indicate totally destroyed.

lie lost by this calamity over 4,000 valuable plants, amongst them being some very rare exotics. The loss was estimated at about \$2,500.

On the morning of Saturday, April 7, 1849, occurred a fire by which more damage was done than by any blaze before or since. The fire was discovered at 1.30 in the morning in the rear of Graham's tavern, King street, and Post's tavern, Nelson street. The flames speedily consumed Post's tavern, the Patriot office, and, crossing over King street to the east, burnt down all the buildings south of Duke street,

and again the store of Mr. Rogers narrowly escaped destruction. The loss was variously estimated from \$500,000 to \$750,000. The losses, as nearly as can be learned, were as follows:

Church of England Cathedral, \$58,000, insured for \$42,500. O'Neill Bros. building, insured for \$7,250; stock \$24,000. Campbell & Hunter, saddlers, goods removed, no insurance. T. D. Harris, hardware, total loss; insurance on building \$7,250; stock, \$35,000. Cheney & Co., hardware, insurance, \$10,500. Thomas Hayes, hardware, insurance \$4,000. M. P. Hayes, groceries, goods mostly de-

stroyed—insurance \$9,000. Thomas Thompson, Mammoth House, large stock of dry goods destroyed—insurance on buildings \$5,000, on stock \$5,000—heavy loss.

T. Glassco, insured \$2,250; loss covered. Sabine & Huggins, insured \$2,250, which covered their loss. Patriot office, insurance \$5,500. Foy & Austin, insured on stock, \$7,250. Post's Hotel in Nelson street, insurance \$3,000. Charles Donlevy, Mirror office, all lost, insurance \$1,250. John Nasmith, baker, furniture saved, insurance \$2,000. On Francis street several places were burned, including Messrs. McLean & Jones' chambers, R. Northcott's shop, Swain & Co.'s medicine shop, and others. The loss on the City Hall was estimated at \$15,000. Walter McFarlane's stock in City Hall was insured for \$5,000, which covered the loss. The total amount of insurance was \$239,724.

One life was lost at this fire. Mr. Watson, who had been publisher of the Canadian and of the Upper Canada Gazette, was upstairs in the top storey of the Patriot, trying to save some type, when the floor gave way under him, and he was burned beyond recognition.

This was the largest fire that had taken place in Toronto since its first existence.

The plan on the preceding page shows the extent of damage done by the cathedral fire.

The insurance companies who suffered were:—Columbus, £5,307; Hartford, £3,900; Etna, £3,600; Protection, £1,360; Montreal, £4,124; Quebec, £2,950; Camden, £400; Home District, £5,000; Alliance, £8,150; British America, £17,000; Phoenix, £5,850; Globe, £2,050; total, £59,681. This was currency equal to \$239,724.

August 18th, 1849, there was a small fire on Queen street, near Jarvis, which destroyed about \$1,500 worth of property, consisting of Messrs. Nisbet & Foster's carpenter shop and two frame houses, owned by Mrs. Morrison. The first was a total loss, but Mrs. Morrison was insured for \$500, which barely covered her loss.

A fire broke out on Sunday, March 17, 1850, in a two storey frame house on Queen street, at the head of Bay. Owing to the snow which was falling at the time, the flames were prevented from spreading to the surrounding buildings. The house was totally destroyed. A fire on Wednesday, May 15, 1850, which was supposed to be the work of incendiaries, did a great amount of damage in the vicinity of Adelaide and Yonge streets. The fire was first discovered in the back kitchen of a small frame house in the rear

of the Odd Fellows' Inn, on the north side of Adelaide street, near Yonge. The flames extended rapidly to Mr. Thompson's machine shop and Mr. Smith's shoe shop on the east, and to Mr. Alexander's grain store and the Windsor Castle Tavern on the west; all of which were entirely consumed. From this point the fire spread up Yonge street as far as the Bay Horse Inn, kept by Thomas Best, destroying eight small frame dwellings in its course. The greatest sufferers by this fire were: Mr. Robinson, cabinet maker, everything destroyed; Mr. Lafferty, provision dealer, \$5,000, insurance \$1,250.

Mr. Tyner, shoemaker, insured on building and stock \$3,000; Mr. Drouillard, cigar maker; Mr. George Hardy, watchmaker, and Mr. Simpson, grocer. There were a number of smaller losses, which are not stated. The fire brigade is not mentioned in connection with this fire, or the water supply, though neither could have been very good or the fire could not have spread as it did.

A Company of the R. C. Rifles came on the ground about 3 o'clock, and rendered valuable assistance in guarding property.

No other fire occurred worthy of notice until November '24, 1850, when a fire broke out in a house owned by Mr. William Andrews, on the south side of Richmond street, near the corner of Church. Again, owing to the scarcity of water, four houses were burned to the ground before the fire was stayed. The loss upon the property is unknown.

With the exception of two small fires in January, the year 1851 did not suffer much until May 7th, when a fire started in the livery stables on Wellington street, near York, owned by Mr. Grantham, and destroyed them utterly, together with eleven horses occupying them. A tavern occupied by Mr. A. Archer, on the same street, was also destroyed. Again the short supply of water rendered it impossible to make much headway against the flames, and it was only by everyone helping to carry water in pails that the fire was stopped at all. The damage was considerable, but the exact amount is not stated. The fire brigade had an easy time for nearly a year after this, and not until March 21, 1852, were they called upon for any serious blaze. On that Sunday morning Mr. Vale's axe factory on Adelaide, west of York street, was very much injured, the damage amounting to \$4,000. The origin of the fire unknown. On the following Tuesday, March 23, a fire broke out in the cabinet shop of Mr. Conner, south of King, west of Bay street,

and soon extended to the adjoining buildings, occupied by Mr. Mosimen, tinsmith; Mr. Cook, confectioner, and Mr. French, chair manufacturer. This time the water supply was ample and the buildings were not entirely destroyed, although the damage done rendered them useless. All the sufferers were fully insured, but the amount of loss or insurance is not stated. A number of small fires occurred during the latter part of June, 1852, and grave suspicions were entertained as to their cause. One on June 29, on Princess street, just north of King, destroyed three or four frame buildings. Attempts were made while this fire was in progress to start others in the neighborhood, but fortunately without success.

In July, 1852, an "indignant remonstrance" was sent into Mayor J. G. Bowes and Council by the leading insurance companies of the city, asking for more stringent by-laws for the prevention of fire, in the matter of forbidding the erection of wooden buildings within the city limits, allowing steamers to come to the wharves without proper precautions being taken, a greater number of hydrants, etc., etc. The petition was signed by a number of leading insurance men and others, but did not have much effect, for, on the occasion of a small fire in Richmond street shortly afterwards, we find the papers calling attention to the fact that had it not been for the extreme stillness of the night, the fire must have consumed a considerable portion of the adjoining blocks, as the means of extinguishing the flames were altogether inadequate in the case of a large fire.

On the morning of January 1, 1853, two fires occurred, destroying the premises of Messrs. J. & V. Parks, turners, Adelaide street, and those of Mr. Ogden, marble cutter, Yonge street. The second fire spread to the buildings of Mr. Bell, watchmaker, and Mr. Brownscumb, shoemaker, and were with difficulty prevented from progressing further. Much loss was caused by these two fires, as none of the losers carried any insurance. The buildings destroyed were on the west side of Yonge street.

On the morning of June 10th, 1853, the steamer Admiral, while lying at Brown's wharf, foot of Yonge street, was burnt almost to the water's edge. Happily no lives were lost, but a great deal of luggage belonging to some of the passengers was destroyed. She was insured for \$20,000.

On Saturday, January 21, 1854, a fire broke out in the sail loft of Mr. Adams, on Tinning's wharf. A cinder from a neighbouring chimney lodged on the roof, and was fanned into

a flame by the sharp wind which was blowing. The fire engines arrived too late to save the building, but managed to prevent the spread of the fire. Mr. Tinning, owner of the building, managed to remove his live stock, but his loss amounted to \$1,250; no insurance. Mr. Adams, the sailmaker, lost \$1,000, and Mr. Robert Moodie, afterwards an alderman, who had some sails stored in the building, about \$1,000; neither of them was insured. One of the engines was put out on the ice at this fire, but the ice gave way, and occasioned a considerable amount of trouble in getting the engine out afterwards.

Another six months elapsed before we hear of any more destruction by fire, and then on the evening of June 11, 1854, the premises of Mr. Salt, on King street, were very much damaged, and his stock of dry goods nearly ruined. The fire engines did very good work on this occasion, and, on the whole, the brigade seemed to be improving considerably. Mr. Salt's store and stock were fully insured.

During the next week no less than three attempts to set fire to various buildings were made, with greater or less success. On the night of Wednesday, June 14, 1854, a building in the rear of Stanley street, between Church and Victoria, was totally destroyed, and on the Friday following the premises of Mr. Arthur on Front street were fired, but fortunately the flames were discovered and suppressed. A similar thing occurred on King street the same day. On the Wednesday previous an attempt had been made on Melinda street, but the flames were seen by a young lady, and she gave the alarm in time to stop the progress of the fire.

June, 1854, had not yet received its full baptism of fire, for on Wednesday, 28th, the bells tolled the alarm for the firemen to turn out to save the premises of Mrs. Beatty, tavernkeeper, on the south side of King near Princess. Before the firemen were able to reach the ground the fire had made considerable headway, and owing to a strong easterly wind which was blowing the flames rapidly extended along the south side of King until it reached the ruins of James Brien's house, which had been pulled down to check the progress of the fire. A number of people suffered by this fire, among them being: John McGloan, building burnt down, no insurance; Edward Donlan, shoemaker, total loss; Mrs. Beatty, tavernkeeper, nothing saved; Maxim Sylvester, harness maker, loss about \$500; Lawrence Coffey, dealer in flour, loss not known; William Jerroux, loss about \$200, and others.



The Rochester (U.S.) firemen were on a visit to this city when the fire of June 14th took place on the north side of Stanley street, destroying eighteen or nineteen wooden houses, most of them the property of Mr. Crawford, baker, who had no insurance upon them, or on sixty barrels of flour, which were also consumed. Another fire not mentioned above took place on Thursday evening, June 15th, in a row of brick houses on the east side of Church street, between Queen and Shuter streets. Mrs. McClure, Mr. David Buchan, Mr. Rice Lewis and three other residents were burned out. The insurance carried was very small.

On Saturday, July 8th, at six p.m., a fire broke out in a frame building, comprising two dwelling houses, in Palace street, opposite the jail. They were the property of Thomas Green, and were used as tenement dwellings. The cause was believed to be accidental.

The deepest alarm was now felt at the great number of fires which were occurring, and the citizens anxiously demanded that the authorities should enquire into the state of affairs. They were likewise anxious that the water question should be thoroughly looked into, and a requisition was sent in to the Mayor and Council to awaken them to a sense of their duties in the matter. There is no record, however, of anything particular being done about it at that time.

On Sunday evening, Nov. 12th, 1854, a fire in Duffy's frame tavern, on the north side of Stanley street, near Nelson, caused considerable alarm to the people in that locality. Although there was a strong gale blowing at the time, the firemen worked with such vigor and efficiency that they succeeded in confining the fire to the house where it started. The loss on this property is not stated.

On Saturday, December 23rd, a frame building used as a baker's shop by Wm. Reeves, 157 Queen street west, southeast corner of Peter street, was totally destroyed by fire.

The largest fire Toronto had seen for years broke out in Jacques & Hay's great cabinet factory on the bay front, nearly opposite the end of York street, which was the largest establishment of its kind in Canada. A man named Tilley discovered the fire about 10.30 in the evening of Thursday, December 28th, 1854. The flames were then confined to the painting and varnishing room in the south end of the third storey of the old factory. He tried to put it out with two pails of water, and, thinking, he had nearly extinguished it, went down stairs for more; when he returned he found the

flames were beyond control, and that it was necessary to give the alarm, which he immediately did. The engines arrived promptly and took up a position near the water, and began to play upon the south end of the building. It was hoped that the progress of the flames would be stayed in the old factory, but the fire had got too complete a hold upon the combustibles within, and it was all in vain that the firemen gallantly exposed themselves. The flames defied all their efforts, and soon had spread all through the old place into the immense new building. After that further efforts were useless, and the firemen turned their attention to saving the piles of lumber.

The wind was very high, however, blowing from the north-west, directly on the great piles lying between the buildings and the wharf. The terrific heat soon drove the firemen away from the engines, which lay at the water's edge. The whole stock of finely-seasoned lumber—the collection of years of labor and care—was entirely consumed. The dwelling house of Mr. Jacques was saved, the wind not blowing in that direction. A quantity of made-up furniture was also got out of the factory by the active exertions of the workmen, but the greater part of the stock and the fine and valuable machinery shared the fate of the building.

The loss on this fire was variously estimated from \$100,000 to \$150,000, and the insurance was only \$20,000. The firm was one of the oldest in the province, and great sympathy was felt for them in their trouble. Mr. Jacques was slightly burned during the progress of the fire.

About 1.30 a.m., on Sunday, January 14, 1855, a fire broke out in the building on King street east, to the rear of Messrs. Rowsell & Hutchison's. It was entirely destroyed, as were two printing presses and a variety of printers' materials. The fire was said to be of incendiary nature.

On Sunday, January 21st, 1855, a fire broke out in the roof of the house on the east side of Power street, occupied by P. McCurry, sacristan at St. Paul's R. C. church, in the same neighbourhood. The damage done was not very great.

On Thursday, January 25th, at 9.30 p.m., the steamer Queen City, formerly Lady of the Lake, while lying at the Queen's wharf, in this city, was burnt to the water's edge. The steamer had on board a quantity of dry goods and groceries for ports between Toronto and Hamilton, and only a small portion of them were saved. The loss was fully covered by insurance.

On Monday morning, February 26, 1855,

a fire was discovered in the First Congregational Church, corner of Bay and Adelaide streets, which destroyed that building and its contents, with seven or eight dwellings to the east and north of it. Shortly after the first alarm was given, Dr. Richardson ran to the place and burst open one of the side doors, but the fire had made too much headway to admit of an attempt to extinguish it, and in a very short time the structure was in ruins. The building, which belonged to the Rev. Mr. Roaf's congregation, was erected in 1849 at a cost of \$12,500. An excellent organ, which had been recently purchased, was also destroyed—value \$1,250. The building was insured in the sum of \$9,000. The other property losers were: Edward Garvey, William Dooley, Thomas Martin, Robert Hamilton, Mr. Hardy, —, Willoughby and James Feunard. None of the dwellings were insured. The dwelling house which was the property of Mr. Harding, and which had been burnt, was only insured for \$500. The severe frost made the water very hard to get, and the firemen were practically useless. The fire was supposed to be the work of an incendiary.

On Sunday, March 4th, a fire broke out in the saddlers' shop occupied by Mr. Sturtzaker, on the west side of York street, about 30 yards north of King. The place was entirely consumed, and there was no insurance.

On the following Sunday, March 11th, a stable on Adelaide street, in rear of the premises occupied by Parkins, the plumber, was destroyed by fire, as was a horse and cow stabled therein. Mr. Parkins' shop was on the north side of the street, just east of the Music Hall, now the Free Library.

A most destructive fire broke out on Saturday morning, May 5, 1855, in the carpenter shop of Mr. Westman, near the corner of Richmond and Bay streets, which destroyed property to the extent of \$10,000. The fire spread with such rapidity that all attempts to extinguish it proved fruitless, and in the course of a few hours several workshops and four dwelling houses were destroyed. Two finishing shops, which contained a large quantity of tools and a planing machine, the latter valued at \$650, were burned. Two of the dwellings belonged to Mr. Wright and a third to Mr. Westman. Mr. Westman was not insured and the amount of insurance carried by Mr. Wright is not stated. The fire was supposed to have been the work of an incendiary.

Another fire, on Tuesday, May 29, was also supposed to have been the work of an incendiary. It originated in some

stables belonging to Mr. Paul Kane, on the north side of Wellesley street, which were completely destroyed, as well as a storehouse owned by Mr. James Leslie, cartage agent, with stock to the amount of \$1,500. The other loss is not stated. No insurance.

About 1.30 in the morning of Friday, June 29, 1855, a fire, which originated in the shed of Mr. J. G. Joseph's house on the west side of Church street, opposite St. Michael's church, destroying the houses of Messrs. Meudell, Holdsworth, Childs and Rice Lewis. It seems that the supply of water was so very limited that before a full measure could be had four brick buildings had been burned. The hose had to be taken to a Yonge street hydrant before anything like a full stream of water could be obtained, the nearest hydrant, on the corner of Richmond and Church, being found to be useless. This fire was the scene of some disgraceful conduct on the part of the firemen. When the houses were opened for the removal of the furniture, the cellars were ransacked, and liquors freely distributed, rendering the men ready for anything desperate. Two firemen began fighting, and their comrades gathered round, some trying to separate them and others assisting in the contest. The constables, who came to do their duty by carrying off the combatants, were assaulted by the firemen, and drove them off the ground, injuring them so badly that they were confined to their houses for some time afterward. Another constable, Booth, shortly after came on the ground, and was immediately assaulted, struck on the head with an axe, and kicked severely.

The matter was investigated by the Police Magistrates and several persons were fined for fighting and assault, but no great harm was done in the fighting to any one.

On Friday, July 13, 1855, when a travelling circus was performing on the old Fair Green, on Front street east, a mob of rowdies attacked the tent in which the show was proceeding. They first threw one of the waggons belonging to the company into the bay, and then two or three more after them. Next they set fire to one of the remaining waggons, and attempted to pull down the tent and burn it also. Fortunately the fire was put out, though great damage was done to the property of the circus company.

About 6 o'clock on Friday morning, December 14th, a fire broke out in the machine room of the Globe office, on the south side of King street west, where now stands the Bank of Commerce, just as the forms were going to press. The damage



done was, however, inconsiderable, and covered by insurance.

During the evening of Thursday, December 27th, 1855, a fire broke out in one of the upper rooms in the house on East Market square, where lived James Matthews. There was a good deal of damage done, but the loss was covered by insurance.

On Saturday evening, January 19, 1856, no less than three alarms of fire were given. The first was in Messrs. Miller & Miles' coach factory on the south side of King street west, and but slight damage was done. Two hours afterwards, at 10.30, a stovepipe in the old Hospital, then occupied by Government offices, caught fire, and fears were entertained for the safety of the buildings. By great efforts, however, the flames were subdued without much damage being done.

At 12 o'clock, midnight, the third fire broke out at Browne's wharf. The watchman noticed the flames issuing from Murphy's cooperage, and immediately gave the alarm, but before assistance arrived the fire had spread to the adjoining sheds. By some mistake, when the engines arrived, the hose was brought to play on the ruins of the old cooperage, where the fire had first broken out. The result was that a few staves were saved at the expense of a long range of sheds on the wharf, besides placing a large and valuable warehouse in considerable danger. An amount of machinery which was stored in the sheds was destroyed. All the property was insured, the amount not stated.

A very destructive fire occurred on Saturday, Jan. 26th, 1856. The fire was first discovered by a watchman who had charge of some stores near the Phoenix foundry, on the east side of Yonge street, No. 58, in a large brick house fronting on Yonge street. Thinking the family might be up, he took no notice, but went on his rounds, and when again passing he saw flames issuing from the building; he at once gave the alarm. The engines arrived in a short time and were quickly placed in an advantageous position, and began to play on the fire, which, in spite of all efforts, consumed the Phoenix foundry and the large brick house in front. It was with very great difficulty that the fire was kept from spreading any further. The loss to Mr. McGee, owner of the foundry, was \$30,000, totally uninsured. The firemen had evidently profited by the comments of the newspapers on their conduct at previous fires, for they earned great praise on this occasion for the prompt manner in which they obeyed orders and the energy they displayed.

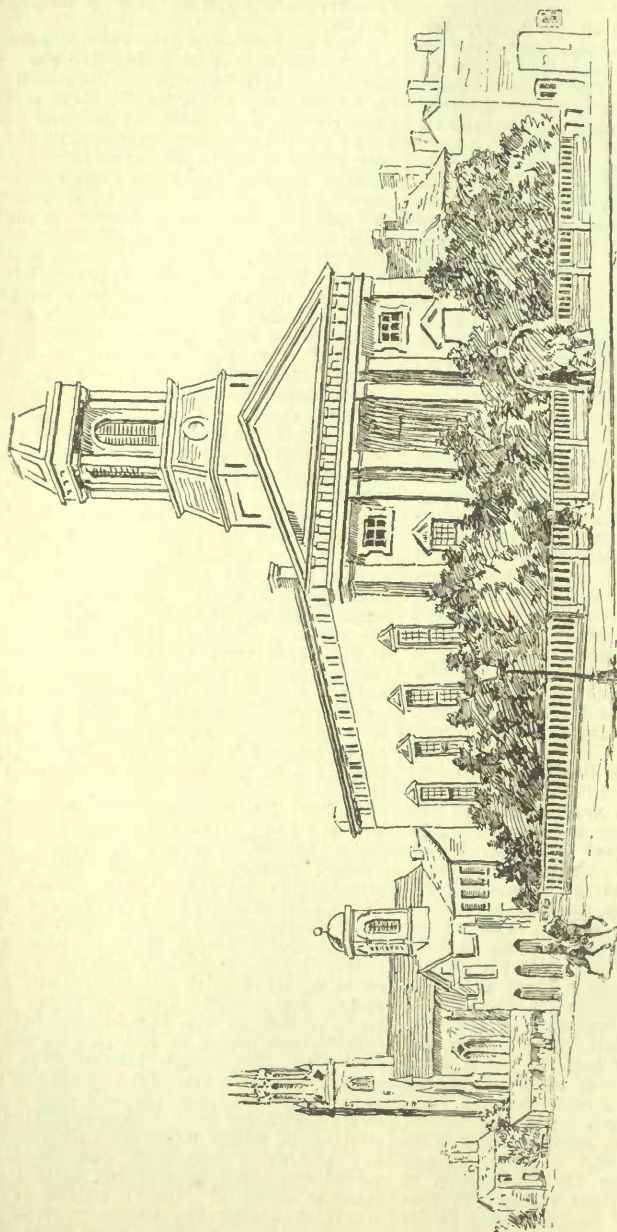
This was the third time this foundry had been destroyed or greatly damaged by fire.

A fire on February 5th, 1856, did damage to the extent of about \$25,000 or \$30,000. It broke out in Thompson & Co.'s stationery store, No. 52 King street east, on the south side, where was published the Colonist newspaper. The cause was believed to be accidental, and the damage done amounted to some \$24,000, much of which was covered by insurance. The East India House, Yates' grocery store, next door west of the Colonist, was slightly damaged. Eastward Hearn & Potter's, 54 King street east, was also badly damaged by water. They were mathematical instrument makers. The other floors of the same building, which were occupied by the Provident Building Society, Mr. Anderson, a land agent, and others, were much damaged by water, and the doors and windows smashed. Alexander Bleakley, a daguerrean artist, who occupied the top flat of No. 54, lost all his property, and was wholly uninsured.

A little before two o'clock on Sunday morning, May 25, 1856, a fire broke out in a frame building, then used as an engine house, at the Grand Trunk station, Queen's wharf. Owing to the fresh breeze blowing, the place was burned to the ground. No less than eight locomotives, which were in the building, were destroyed, the woodwork being entirely burned away and the machinery damaged. The amount of damage could not be ascertained, but it must have been many thousands of dollars. The engines could not be got to work at all at this fire.

No fire of any consequence occurred in Toronto until Tuesday, July 15, 1856, when Messrs. Jacques & Hay's new cabinet factory, on Front, near York street, was burned to the ground. It will be remembered that the old factory was destroyed by fire about a year and a half previous, but a new and larger fabric had been erected on the old site, filled with machinery and material, and peopled with workmen. At three o'clock on the day in question the establishment was in full and successful operation, 300 people labouring in the various departments, aided by all the appliances which ingenuity and skill could devise, and an hour afterwards it was a heap of ruins—buildings and machinery and stock destroyed, and the occupants compelled to flee for their lives, leaving seven of their fellows overwhelmed amidst the flames. With the exception of a few chests of tools and barrels of oil and varnish, nothing of any value was saved from the flames. The





THE U. P. CHURCH. THE FIRE HALL.

CONGREGATIONAL CHURCH, N. E. COR. BAY AND ADELAIDE STS.—DESTROYED BY  
FIRE 1855. (See page 624).

fire, it was believed, broke out in the drying room, which was situated immediately above the boiler in a building attached to the southern end of the main structure, and next to the water. There was a great deal of smoke at first, and the workmen made the usual efforts to put out the fire by buckets of water, but without success. Complete arrangements had been made when the building was erected for the extinction of fire; but, unfortunately, the necessities of the inadequate water-works compelled the stoppage of the usual supply, and there was not a drop of water either in the pipes of the factory or in the hydrants when the firemen opened them.

There is no doubt that if a proper supply of water could have been had, the parts affected might have been flooded and the fire extinguished. The flames soon got access to the piles of lumber, shavings and sawdust, with which the ground floor was encumbered, and only a few minutes after that the fire was visible at the roof. Its tremendous progress through four storeys astonished every spectator. The workmen made a few hurried efforts to save their tools and some of the machinery, but they were soon compelled to desist, and to seek safety in the front part of the lower story, to which the fire did not extend so rapidly as it did upward. Sad to say, the retreat of 13 was cut off, it was supposed by the burning of the stairs, and they were left at the top of the building, with the fire raging about them, and no means of retreat, save a fearful leap of forty or fifty feet to the ground. Five embraced this desperate alternative after the fire had actually reached them, and escaped with life, but sustained bad injuries.

Seven of them perished in the building. Before the engines could reach the ground the fire had obtained the entire mastery of the building. The men attached their hose to the hydrants and found there was no water in them; they then moved the engines to the bay and commenced to draw from that source, aided by a few carters. Their efforts were utterly powerless, however, against the flames. The wind was blowing from the west and north, and it poured a volume of fire through the windows down upon the building which had been used as a varnish and oil store, and upon the piles of lumber on the wharf, which nothing could resist. It was supposed from the direction of the wind that the dwelling house of Mr. Jacques and the brewery of Messrs. Cayley & Nash were in no danger. The wind, however, suddenly changed to the south, and the aspect of affairs was altered. Two small frame houses caught

fire, and the flames soon spread to the brewery and to the piles of lumber. Mr. Jacques' house soon followed. The roof of the brewery was of shingles set in mortar, and it resisted the flames a long time. A little help from the engines would have saved it, but, unfortunately, they could not be got to it in time. The following is a list of the killed and injured:—James Minns, a carver. He was supposed to have gone up stairs to save something and to have perished in the effort. John Watson, cabinetmaker, married, one child; Anthony Ellis, cabinetmaker, had been married only a few days; Charles Drummond, carver, left a wife and family; — Cole, carver, little known of him; Ives Leguerre, a Frenchman, stranger in the city; Thomas Gobert, a German, was also a stranger. Injured:—John Cook, left arm badly fractured; John Conly, burned while getting down stairs; John Gilbranson, badly burned and left leg contused, jumped from third storey window; J. Hurtso, jumped from fourth storey, face, neck and arms severely burned. John Weiber, Henry Sommerflat, Fred. Lutry, John Coleman, a man named Jeffrey and a fireman named Wm. Tarleton were also injured.

Messrs. Jacques & Hay's loss was very large on this second fire. Their insurance amounted to about \$54,000, but this did not nearly cover their loss. The buildings and machinery were worth \$100,000, the lumber \$30,000, and the stock about \$25,000. Messrs. Cayley & Nash's loss was about \$15,000, covered by insurance. As a result of this fire, a subscription loan was set on foot for the purpose of enabling Messrs. Jacques & Hay to resume their operations. The sum was fixed at \$50,000, which was realized in a short time. The loan was granted for four years.

Eight days after this calamitous fire another one broke out on the south side of King street, between York, Bay and Wellington streets, in a workshop occupied by one Fuller, which consumed a considerable amount of property. There was a rookery of old buildings surrounding it on all sides, and they all speedily took fire. From the stables the fire spread to a large frame building occupied as shops by the Northern railway, and also by Mr. Larjare as a dwelling.

So suddenly was this destroyed that he and his family were only able to save a few valuables. The fancy goods store to the front of this, occupied by Mr. Larjare, and the dry goods store of Mr. Johnston were both destroyed. From there the fire spread to the shops occupied by Mr. H. Ross, grocer, and by Mr. Reilly as a saloon. A light south-west-

erly wind was blowing at the time, and the flames inclined to the north and the east. The Lyceum Theatre was at one time in considerable danger. A large open lot to the south was covered with lumber intended for the Rossin House, then in course of erection. It took fire immediately, and the flames spread over the lot as far as Bay street. A stable, filled with hay, was burned there, and the whole block of buildings were in great danger. The loss was from \$40,000 to \$50,000, secured as follows: Mr. Romaine \$10,000, fully insured. Mr. Larjare was insured for \$6,250, which did not quite cover his loss. Mr. Johnston was fully insured; amount not stated. Mr. Ross insured, no amount given. Mrs. Savage owned the house occupied by Reilly. It was insured for \$3,500. Fuller's carpenter shop was insured for \$750. Other losses are not stated.

A destructive fire took place on Oct. 14, 1856, which consumed almost entirely a block of buildings between King and Palace streets and Princess and Caroline, now Sherbourne, streets. With the exception of one brick house the whole of the buildings were wooden structures, and the flames, favoured by a strong breeze, raged so furiously that all the labours of the fire brigade were unavailing, except to prevent the fire from crossing Palace street to the lumber yard of Mr. Snarr, which was in great danger at one time. The fire had made rapid progress before the engines arrived on the scene, and, as usual, the hydrants were unsupplied with water for some time after it was wanted. By the time water was to be had the flames were raging so furiously that no headway could be made against them.

The entire block was burned down, except a small house owned and occupied by Mr. Joseph Shea. A building associated with the early history of Toronto was destroyed by this fire. It was known as Russell Abbey, having been built for Governor Peter Russell, and occupied by him as the Government House. It was owned at that time by Hon. Robert Baldwin. The total loss by this fire exceeded \$20,000.

On Sunday, November 10, 1856, a fire on King street, opposite the Rossin House—then nearing completion—caused great anxiety for its safety. It broke out in Mr. John Clarke's temperance saloon, and before the alarm was given had made such headway as to threaten the destruction of the whole range. Two or three other stores caught fire, but the chief anxiety was for the safety of the Rossin House, the fire at one time having actually caught one of the windows on the first floor; but owing to the vigi-

lance of the firemen all danger was averted. The loss was comparatively slight, as most of the buildings were very old.

No fire worthy of record occurred in 1857 until September, when on Friday, 25th, the stables of Mr. Jones, on the corner of Duchess and George streets, were burned to the ground. It is not so much the damage that was done by this fire as the barefaced way in which the buildings were set on fire by an organized band of incendiaries, which makes it noticeable.

The fire was first discovered by Constable Patterson, who was on duty on Jarvis street. He noticed flames issuing from the building, and on going towards it, he saw two men running from the stables. He made an attempt to secure them both, and succeeded in capturing one, named Thomas Caldwell. In the meantime the alarm had been given, but the engines arrived too late to do any good. The place was completely destroyed. The night watchman employed by Jones was arrested for complicity in the crime. Another man named William Kelly was also apprehended. The reason for attempting to burn the stables was that Mr. Jones had established a line of omnibuses, which had the effect of injuring the cabmen's business to a great extent. Another attempt to burn a new omnibus was made on November 19, which fortunately proved unsuccessful.

The Rossin House narrowly escaped destruction on December 17, 1857. A little before 7 o'clock that evening a fire broke out in the shop of Mr. A. Larjare, in the Rossin House, and before the arrival of the engines the greater part of the stock, which consisted of light fancy goods of French manufacture, was consumed. By dint of great exertions, the progress of the flames was stopped. The damage amounted to about \$8,000 on Mr. Larjare's stock; fully insured.

The idea of connecting the fire station with some of the outlying police stations by telegraph was first thought of in February, 1858. The matter was discussed by the papers, and met with their fullest approval, and as the cost was estimated at only about \$1,200, the scheme was adopted.

On Monday, January 4th, 1858, a fire broke out in the shop of Thomas Langton, on the west side of Yonge street, about four doors from Louisa street. It was soon extinguished, though considerable damage was done, but it was believed to be caused by incendiarism.

On the night of January 27th a fire broke out in a vacant building adjoining Beck's tavern, "The Fireman's Home,"



69 on the north side of King street west. It was believed to have been wilfully fired, and an investigation took place, but no one was indicted. The house was owned by Henry Sproatt.

On March 1st a fire broke out in a stable belonging to Mrs. James Callaghan on the south-east corner of Jarvis and Queen streets, where now stands the Fred Victor Mission. It and the adjoining buildings were entirely destroyed and Mrs. Callaghan's house much injured. Fully insured. These were the first buildings ever erected on the spot.

On March 7th, 1858, a house on the north-west corner of Nelson and Adelaide streets, occupied by Mr. Goodwin, the famous Waterloo veteran, as a dwelling house and gymnasium, was completely destroyed. The alarm was given about 2 o'clock in the morning, and the fire engines were soon in attendance; but before their arrival the flames had obtained such a hold on the building that it was impossible to save any part of it. On the same morning, about 5 o'clock, a stable belonging to Mr. McMaster, situated on the east side of Bay street, No. 26, was observed to be in flames, and although the most determined efforts were used to prevent the fire spreading, they were unavailing, as the buildings, both in front and rear, consisting of dwelling houses and stables, were soon ignited, and a large amount of property destroyed. The principal sufferers by this fire were Miss Hay, Messrs. Gooddale, Hamilton, Smith and Mrs. Grievison. The actual loss is not given. Both fires were supposed to have been the result of incendiarism.

A disastrous fire, which occurred on April 8, 1858, broke out opposite the Court House on Adelaide street. It was supposed that the fire originated in a small brick building, occupied as a bake-house by Mr. John Hayes, and that it was caused by the oven being left in a heated state on the previous evening. For some reason the alarm was not given until several other buildings in the block were enveloped in flames, and it was with great difficulty that the firemen managed to keep the fire from spreading to the next block. The buildings which were consumed were tenanted by John Hayes, tavernkeeper; Wm. Brown, tavernkeeper; T. H. O'Neill, tavernkeeper, and G. George, tailor. The flames spread so rapidly that the families of Hayes and Brown had barely time to escape with their lives, and had time to save nothing. When the fire was nearly extinguished three of the firemen, named Fred. Leppar, Joseph Beatty and William Thompson, while directing the hose pipes upon the flames, were seri-

ously injured by the falling of a chimney. The first named, Fred. Leppar, had his skull fractured, and although he had the best medical attention, he expired three hours later. The loss by this fire was estimated at about \$5,000 on the buildings, and about \$2,000 on furniture, etc. There was very little insurance.

On April 9th, another fireman named Terence Meehan, as he was assisting to draw an engine to the scene of a supposed fire, was thrown down, and the engine passed over him. He died from the effects of his injuries.

On Friday, April 16, at 3.30 a.m., a fire broke out in the printing office of Rowsell & Ellis, on the south side of Court street. The damage done was very considerable. It was supposed to have been caused by an incendiary.

Another case of suspected incendiarism occurred on April 22 in this year. The fire broke out in a stable on the south-west corner of Church and Crookshank (now Wilton avenue) streets, adjoining the house of Mr. John Harrington, one of a block of three. The flames soon spread from the out-buildings to the main structure, and although the fire engines were soon on the spot, they were quite powerless in consequence of the scarcity of water. The nearest hydrant was on Queen street, and the only way in which water could be got was by placing one engine half-way between it and the fire and pumping the water into the engines at the fire. In spite of all efforts the three buildings were entirely destroyed, with their contents. A few minutes before the alarm was given two men were seen, running from the direction of the fire, by the constable on his beat, and that, coupled with the fact that no light had been used in Mr. Harrington's stable, gave force to the belief that the property had been fired. The buildings and furniture were partly insured, the total amount of loss above insurance not being more than \$750. The other occupants of the houses were Mr. Allan McLean and Mrs. Lewis.

On April 23rd a stable in the rear of Ritchey's terrace, on the north side of Adelaide street, took fire, was entirely consumed, and five horses which were in it at the time with a carriage. The loss was about \$1,200, no insurance.

Another very destructive fire occurred on April 27th in the block bounded by Teraulay, Agnes, Edward and Elizabeth streets. On Teraulay street the dwelling houses of Mr. Parsons and Mr. Osborne, the architect, were destroyed; adjoining Mr. Osborne's residence was a tenement building occupied by three

families named Brooks, Dickson and Walker. This was burnt. In Edward street Duggan's house and carpenter's shop were burned down. Cass's stables adjoining those of Duggan were also consumed. A newspaper of the time says:—"There were no buildings on the front of Agnes and Elizabeth streets burnt, but some back premises went with the general conflagration. The entire centre of the block is in fact one heap of burnt and smouldering ruins."

There was very little insurance carried on any of these buildings, and the total loss was several thousand dollars.

The city was now thoroughly alarmed, as it was felt that without doubt a band of incendiaries was at work, and steps were taken to patrol the city at night to protect property from the work of the incendiary. In addition to this, a reward of \$1,000 was offered by the Mayor, Mr. W. H. Boulton, for any information that would lead to the apprehension and conviction of the miscreants.

On April 30th, a large barn, the property of Terence O'Neill, standing on the north side of the Kingston road, about 100 yards east of the Don bridge, was also destroyed. In this case there was no doubt that the building had been wilfully fired.

On Monday, May 24th, during the firemen's parade, H. Ross's grocer's shop on the east side of Yonge, near Richmond street, was greatly damaged by fire. The origin of the fire was generally attributed to carelessness on the part of some of Mr. Ross's servants.

Mrs. McManus, who kept a second-hand store on Queen street, just west of York and on the south side of the street, was burnt out on July 29th, nothing being saved.

About two o'clock on the afternoon of September 12th a fire broke out in the stables owned by Mr. Briggs, builder, on the east side of Yonge, near the corner of Gould street. Mr. Briggs himself was very seriously burned in an unsuccessful attempt to save a horse. Some sheds and stables in the vicinity, owned by Mr. Dawson, with several wood sheds and a large pile of new lumber, were all burned.

On January 13, 1859, a fire broke out in the south-west corner of King and George streets, in the coffee and spice grinding manufactory occupied by Crawford & Roberts. There was a great deal of damage done, which was covered by insurance.

On Thursday, May 12th, the lumber yard of Mr. E. B. Gilbert was destroyed. The yard was situated between Bay and York streets and Adelaide and Boulton streets, with the en-

trance on Adelaide street. The fire was first seen arising from the eastern corner at the back of a long wooden shed, which was used for storing laths and dressed lumber in, and with which it was well stocked. Scarcely any people were about at the time, and unusual delay arose in conveying the engines to the spot. On their arrival the heat was so overpowering that they were obliged to take up a position a long distance off, and from some cause or other considerable time elapsed before they could be got into working order. By the time any well-directed effort could be made to quell the flames they were far beyond control. All efforts were then turned to confining the flames to the piles of timber in front of the sheds, and fortunately these were successful. The fire was arrested, and, though many of the large stacks of lumber near the shed had been destroyed, the fire was kept from spreading further than the centre of the yard. The damage amounted to about \$7,000, of which only \$2,000 was covered by insurance.

The most disastrous fire with which Toronto had been visited for some time occurred on Tuesday, August 30, 1859. At about 12.45 a.m. the alarm was rung for a fire on the corner of Gould and Victoria streets, opposite the Normal school. The flames had first broken out in the shed near the workshop of Mr. Armitage, 8 Gould street, and spread so speedily to the brick house attached to the workshop that it was with difficulty Mr. Armitage and his family escaped uninjured from the house. To the east of Mr. Armitage's shop were the back premises of three two-storey brick houses, which faced on Victoria street and belonged to him. Farther northward, on the west side of Victoria street, were a row of six houses, owned by Mr. Sheriff Jarvis, and still farther north a two-storey rough-cast, owned and occupied by Rev. Dr. Taylor and Mr. Robertson, head master of the Normal school; and still farther north a brick cottage, owned by Mr. Cameron. The fire, aided by a south-west wind, speedily consumed the outbuildings of the whole row, and from thence spread to the houses themselves. Every exertion of the firemen to confine the flames to the outbuildings proved abortive, and it was only by pulling down the sheds at the back of the houses facing Yonge street that they were saved from destruction. The fire having seized upon the centre houses, belonging to Mr. Jarvis, travelled with a speed rarely witnessed. The roar was terrible, and the water poured ~~to~~ seemed to have little or no effect. The roofs speedily fell and left nothing but the



bare and blackened walls. By great exertion the firemen succeeded in saving three houses belonging to Mr. Armitage, and also Mr. Cameron's cottage. For upwards of three-quarters of an hour there was a great want of water, through the deficiency of hydrants in that part of the city. There is no doubt that much more property might have been saved had water been procurable. The aggregate loss was estimated at between \$35,000 and \$40,000.

This fire destroyed no less than six houses on Victoria street, occupied as follows:—208, Mrs. Clubbs; 210, Mrs. S. Jarvis; 212, Rev. W. S. Darling; 214, Mons. Eugene de St. Remy; 216, Dr. Smith; 218, Mr. Nation.

Sheriff Jarvis was fully insured, so also was Mr. Robertson, and Dr. Taylor was for \$2,000, which about covered his loss.

The cause of the Victoria street fire was by some attributed to incendiaries, but there were many who thought it was the result of carelessness.

Toronto was again visited by a destructive fire on Oct. 20th, 1859, which nearly swept away the whole block of buildings fronting on Richmond, Adelaide, Bay and Sheppard streets. Most of the houses were of wood, and the centre of the block was closely packed with "shanties," stables, outhouses and workshops, all of which furnished abundant food for the flames. The fire was first discovered in the rear of Bond's livery stables near the Lying-in Hospital on Richmond street, about 11.30 o'clock in the evening. There was a strong wind blowing from the north at the time, and in a very few minutes the hospital and adjoining buildings were wrapped in flames. The fire soon spread to the houses surrounding Mr. Bond's stables, and it was with great difficulty that six horses were taken out. Seven others, valuable animals, perished in the flames. A row of houses in a lane opposite the west end of Temperance street, belonging to Mr. Rogers, carpenter, next fell a prey to the fire. The occupants lost nearly every piece of furniture, save a few trifling articles. A row of frame houses, the property of Mr. Hill, were also destroyed, and only a very small portion of their contents saved. Three houses on Richmond street, of Mr. Jos. Dixon's and Mr. Carrick's, baker, were burned, and it was almost by a miracle that the house and bakery of the latter escaped destruction. A new building, intended for the Lying-in Hospital, was several times on fire, but a number of firemen mounted the roof, and, by cutting off and throwing down portions of the burning material, the building was saved. A rough-cast house in rear of Adelaide st.,

a small cottage, occupied by one Carter, four frame houses, the property of Mr. Carrick; a two-storey house, which had been occupied by Mr. Morrison, jeweller, were soon destroyed. The wind carried the flames towards Sheppard street and consumed the houses of Arthur Milligan, R. Milligan, S. Alderdice and several others. Three or four other dwellings on Adelaide street were completely burnt down. Other houses were damaged more or less, but were saved from destruction by the almost superhuman efforts of the firemen. The night was very cold and the ground soon became slippery from the frozen water upon it. The scene was a most pitiable one; the fire had spread with such rapidity that it had barely allowed many of the people to escape with their lives. They rushed out of their houses into the bleak wind, many of them barely covered. Their furniture was strewn upon the ground in all directions and in many pieces. Upwards of fifty families were rendered homeless by this fire. The firemen earned great praise at this fire by their courage, but the intensity of the heat made it impossible in many cases to do much good. The damage done by this fire was in the neighbourhood of \$30,000 or \$35,000, but particulars of the losses and of insurance are not given. The origin of this fire was attributed to incendiarism, but the truth was never ascertained.

About 25 dwelling houses were destroyed in this fire, and about two acres of land laid bare. Mr. Dixon's property was insured, and he was almost the only sufferer who was thus protected.

A fire at the "Don Foundry," on King street, on the southern side, close to the Don bridge, did considerable damage on November 29th of this unlucky year, 1859. About eleven in the evening the fire was first seen, and soon the whole foundry, owned by Mr. Francis H. Medcalfe, was a mass of flames. A neighbour first alarmed Mr. Medcalfe, who ran to the spot, but judging the fire had already spread so far that it was impossible to enter the office, he broke the window and managed to save some of his books. A steam engine of six horsepower, lathes, planing machines and other expensive machinery of a like nature, were irreparably injured. Although the Don supplied plenty of water the fire engines were practically useless, as the fire had too much the start of them. Mr. Medcalfe's loss was about \$10,000; totally uninsured. The fire was supposed to have been caused by some sparks from a neighbouring chimney lodging in the roof of the southern part of the building. It was the fifth time Mr. Medcalfe had suffered from fire.



During the early part of 1860 there were a great many cases of supposed incendiarism, most of them unsuccessful, but still enough of them succeeded to cause the residents to feel very uncomfortable. A rigid enquiry was held in every case, but no clue to the ruffians could be found. Another daring act of incendiarism was perpetrated on Sunday, May 6, 1860, which was unfortunately successful. The outbuildings of Rev. Mr. Ellerby's house, on the west side of Jarvis street, No. 306, north of Gerrard street, were set on fire about one o'clock in the morning. Mrs. Ellerby was aroused by hearing the step of a person on the wooden shed in the rear of the house. She hastily arose, and, on going to the window, observed a flame of fire spreading over the whole roof of the shed, just as if it had been saturated with some inflammable liquid. She instantly alarmed the rest of the family, and an attempt was made to save some of the furniture, but they only succeeded in saving a few articles, owing to the intensity of the heat. Considerable delay took place before the brigade could be called out. When the alarm was given no time was lost in reaching the scene of the fire. In the meantime the flames had reached Mr. Maclear's house on Mutual street, but by prompt action this was saved. All efforts failed to rescue the residence of Mr. Ellerby and it was completely gutted. His loss was about \$5,000, of which only \$800 was covered by insurance. No clue was found as to the incendiaries.

Again, on June 9th, a destructive fire occurred, which destroyed seven handsome three-storey houses on the west side of St. George's square, furniture, books and articles of vertu. The alarm was given at about 12 o'clock on the Saturday night, and the fire engines were very soon on the ground, and the hose company in a very short space of time had coupled their hose to the nearest hydrants, which were, however, at a great distance from the fire. The nearest hydrant was at the corner of Beverley and Queen, and the next at the corner of John and Queen, and, as may be imagined, the supply of water was meagre and totally inefficient to check the progress of the flames. When first discovered the fire was in the outhouses in rear of a dwelling situated at the south end of a row of houses which formed the west side of St. George's square. An attempt was at once made to tear down the frame building on fire, but it was only partially successful. The fire spread rapidly, caught the woodwork of the other buildings and was soon raging fiercely inside. The roofs of the adjoining

houses were soon a mass of flames, and, as the firemen were unable to work effectually with their meagre supply of water, it was soon apparent that the whole row would be sacrificed. In about an hour and a half after the fire was first discovered the whole of the row of handsome houses were completely gutted and the walls rent in numberless places. The chief sufferers by this fire were Dr. James Bovell, Hon. Mr. Justice Burns and Mr. S. B. Harman. The loss was roughly estimated at \$30 000. Dr. Bovell lost a rare collection of curiosities and Mr. Justice Burns his valuable law library. As the house where the fire originated was unoccupied, there was every reason to believe that this, too, was a case of arson.

The next destructive fire on record occurred on Thursday, October 18, and had its origin in an unoccupied house on the east side of Simcoe street, near King street. It spread with great rapidity, and soon wrecked the building where it commenced and had the adjoining house on the south in a blaze. Fortunately the occupant, a Mr. Taylor, had time to remove the greater part of his effects. The north wind then drove the fire to the third, which, in spite of all the efforts of the firemen, was consumed; it was unoccupied. Two other houses on King street were also much damaged. The loss in all amounted to about \$2,500, most of which was covered by insurance. The origin of the fire unknown.

The last fire for 1860 was that which destroyed St. Andrew's market, which was on the north side of Richmond street west, between Brant and West Market streets. The market was a wooden structure, and served both as market and police station. A few minutes before 12 on the night of December 26 Acting Sergt. Dunlop observed flames bursting through the roof near the centre of the building, and ran to the spot, accompanied by several constables. An attempt was made to get at the fire bell, but the intense heat rendered this impossible. The attention of the constables and people was then turned to saving anything they could, and they succeeded in getting out Sergt.-Major Cummins' furniture and books and papers belonging to the police station. Meanwhile the engines arrived, but all their efforts to subdue the flames proved futile and the building was completely destroyed. The building cost \$5,000 in 1850, and was the property of the corporation. Origin of the fire not known.

There were a very great many small fires during the months of January, February and March, 1861, but none worthy of lengthened notice until Wednesday,

March 20th, when a fire broke out in the rear of No. 67, on the west side of Victoria street, south of Shuter, then occupied by Mr. Goldberg, butcher. When first discovered the fire was in an out-building, and, as a high wind was prevailing at the time from the east, his house and the adjoining one were soon ignited. The bells gave the alarm, and in a short time the fire brigade was on the scene. The flames meanwhile had spread rapidly, and the roofs of four more houses were soon in a blaze. The tenants succeeded in saving a portion of their household goods, though a great deal was broken and damaged in the removal. Several powerful streams of water were early brought to bear upon the dwellings, but such was the fury of the flames that the utmost efforts of the firemen to stop the progress of the fire were unavailing, and it seemed as if the whole block between Shuter and Queen was doomed. By a quarter to six ten of the houses were a mass of flames and the services of the hook and ladder company were called into requisition to demolish a house owned by Mr. G. Craig, to the north of the buildings on fire. Several engines were also planted at the northern and southern extremities of the fire, and with great difficulty the fire was at last subdued. The damage occasioned by this disastrous blaze amounted to about \$8,000, which was distributed among a number of people. Over twenty families were rendered homeless and a great portion of their furniture destroyed. In all fourteen buildings were burned to the ground or rendered entirely useless. Not more than one-half the loss was covered by insurance.

On March 24, 1861, a fire destroyed two houses on the west side of William street (now known as Simcoe street), the property of Mr. Larratt Smith. The two houses were close to Queen street, and were entirely destroyed, but most of their contents were saved.

A blaze on Saturday night, April 20, 1861, destroyed property to the amount of about \$3,000. It originated in a stable situated on Front street, near the Market Square, belonging to Mr. Gilmour, of Montreal, and tenanted by the American Express Company and Messrs. Walker & Patterson, of the American Hotel. The flames spread with great rapidity, and it was at great personal risk that Mr. Walker and some of the police succeeded in saving the live stock in the stable. As it was, one valuable horse perished. The loss to Messrs. Walker & Patterson was about \$600, and the Express Company were sufferers to about the same amount. A shed in rear of the stable was also burnt down. The fire was accidental.

The whole of the buildings destroyed were the property of Mrs. Thomas Ewart.

On April 21st, a fire broke out in the grocer's store on the north-west corner of Queen and Teraulay streets, occupied by Innes Moran. The damage done to the house exceeded \$400, and much of the stock was destroyed by water. There was no insurance, and the cause was again attributed to incendiarism.

At 3 o'clock on the morning of April 28 two frame houses on the east side of Maria street were set on fire by some unknown person, and were utterly destroyed. They were the property of Captain Territt, of Oak Ridges. "No doubt exists that they were wilfully set on fire." Such was the comment of the papers reporting the event.

A fire occurred on Stanley street on its northern side, east of Victoria street, on the night of June 10. Two houses in Stanley and one in Victoria were completely destroyed. The occupants were Mrs. Kelly, Bryan and Brown. The last was insured.

Tuesday, June 19, 1861, witnessed the destruction by fire of Toll Gate No. 1, Lake Shore road, which was completely destroyed, the toll-keeper being severely burned while saving his child from perishing in the flames. This old gate was on what is now known as Queen street west, and stood on the northern side of the road, a few yards west of the G.T.R. William Manson was the name of the keeper.

On Monday, July 22nd, two fires occurred. The first destroyed the residence of Mrs. Pollock, on the south-west corner of Church and Alexander streets; the second a row of recently erected frame houses on the west side of Brunswick avenue, just north of College street, the property of Councilman Reed. There was no insurance in either case.

Two houses on the north side of McGill street (Nos. 34 and 36), near Church street, were entirely destroyed on the night, July 26th. One was occupied by Mr. Charles Murray, an official of the Bank of Upper Canada. They were both fully insured.

A large fire broke out on Friday evening, August 16, in a frame building north of King street, which was used as a racket court. Before the engines could reach the spot the fire had spread most rapidly, and it was feared that a row of brick houses on King street would be completely destroyed. A powerful stream of water was brought to bear on them, however, and they were saved. As the flames gained the roof of the racket court, large flakes fell on the roof of the Apostolic church (Rev. Mr. Ryerson's), and in a very short space of time the roof was one mass of flames. From thence the



fire spread to Mr. Ryerson's adjoining residence, and in spite of all efforts put forth by the firemen, both buildings were completely destroyed. It was only by dint of continually pouring water upon other houses in the neighborhood that the whole block was not burned down. The racket court was owned by Mr. Fletcher, and was insured. The church and Mr. Ryerson's house were also insured. Both were rough-cast, and were valued at \$2,000. The fire was undoubtedly the work of an incendiary.

The Apostolic church and Rev. George Ryerson's residence were respectively Nos. 112 and 114, thirty yards in the rear, on the west side of Bay, just north of King street. A range of stables, the property of Mr. John Mitchell, of the Burlington House, were also destroyed. The racquet court had been a famous place in its day, the Prince of Wales spending a couple of hours there enjoying the game during his visit to Toronto in 1860.

In October, 1861, the city procured a second capable steam fire engine. The weight of this machine was between 5,000 and 6,000 pounds, and it was guaranteed to get up sufficient steam in six minutes to propel two streams of water through nozzles 1.1-4 inches in diameter. It was provided with a suction pipe 4 inches in diameter, two steam cylinders, each 8 inches bore and had a 9-inch stroke. It also had two brass pumps, of 4.1-2 inch bore and 9-inch stroke.

On January 11, 1862, a number of officers of the 30th Regiment took up their quarters in the Government House, King street west, which had been fitted up for their reception; but the same evening they had to evacuate in rather a hasty manner, in consequence of the building taking fire. A few minutes before eleven o'clock a dense volume of smoke was observed issuing from the cellar on the western side of the main entrance on King street. The alarm was at once given, and the Chief Engineer at once proceeded to the place, descended into the cellar, and with the help of two men of the 30th Regiment endeavoured to extinguish the flames with pails of water and cutting away the burning embers, the ceiling of the cellar being on fire. This they considered they had succeeded in doing, when to their astonishment they found the flames were breaking through the roof of the building directly over their heads. The building had been erected some 40 years before this, and was composed of wood, rough-cast outside. Inside it was lathed and plastered, there being no brick wall within, and the fire having got a start between the laths and the frame of the

building, the flames were carried right up to the roof in a very short time. Meantime the two steam engines lately purchased by the corporation, the several hand engines, and the hook and ladder company had reached the spot. The original intention had been to place the "steamers" on the margin of the bay; but one of the officials of the Grand Trunk informed the firemen that their hose would be cut by passing freight trains if they laid it there. The suction hose was attached to the hydrant, corner of King and Simcoe streets, while the Rotary engine received a supply of water from the corner of King and John streets. The fire spread rapidly over the roof of the building, and before an hour the roof was one mass of flames. A number of soldiers of the 30th reached the scene of the fire, and rendered great assistance in removing the officers' effects, furniture and other movable property. While this was going on the firemen were using their best endeavours to extinguish the flames, but no sooner were they got under in one place than they appeared in another. Yet the fire seemed to burn slowly; but this was owing to the heavy timbers of which the building was composed. It was not, however, until four o'clock on the Sunday morning that the fire was got under, and to make everything secure the engines continued playing on it till about seven o'clock. The entire roof and upper portion of the main building was completely destroyed, and the building itself rendered practically useless. The loss was between \$2,000 and \$3,000.

The Government House hardly had time to cool off after its scorching when another public building, the new jail, north of Gerrard street, east of the Don, then in course of erection, was all but destroyed by fire. About 2 o'clock on the morning of Friday, January 17th, 1862, the caretaker of the jail was awakened from his slumbers by the reflection of a brilliant light on the windows of his bedroom. Hastily quitting his bed and running outside, he saw that the upper portion of the centre building of the jail was on fire. He immediately ran round to the main entrance, and to his astonishment found that the padlock and hasp had been wrenched off the door and carried away. He endeavored to ascend the stairs, but was prevented by the dense volume of smoke, and he at once ran off to the city to give the alarm, shouting "Fire at the new jail" as he went along. The bell at Berkeley street gave the alarm, and he returned. However, after the engines turned out the bell ceased, and, as no indication of the fire could be seen from the city, the en-



gines returned to the stations. The alarm was given again from St. Lawrence Hall, but not until much valuable time had been lost. The engines again turned out, but there was great difficulty in hauling them, owing to the depth of snow, and it was not until five o'clock in the morning that they reached the spot. By this time the roof of the centre building had fallen in, and the chapel was a mass of flames. The firemen, under Chief Ashfield, went to work to lay the hose, but after they had laid down several lengths it was found that they had not sufficient to reach from the Don to the building. Some of the hose carts had not arrived, and another long delay took place, as messengers had to be sent to the city to bring forward the hose, and it was not until 7 o'clock that a stream could be brought to bear on the burning building, and by that time the centre building was completely gutted, so the efforts of the firemen were directed to prevent the fire spreading to the wings. The steam fire engine poured a steady stream of water on the burning embers, but after it had been at work two hours, it was found that one of the plates or tubes of the boiler had got burned by allowing the water to get too low, and the engine ceased work. In the meantime the other engines commenced work, and, after working hard and steady until 1 o'clock, the centre building was completely gutted and the walls scorched and cracked. The damage done was estimated at \$30,000; insured for \$20,000. It was supposed that a gang of bushmen had gone inside the building to get shelter from the piercing cold, and either wilfully or accidentally fired the premises.

Tuesday evening, March 25th, 1862, a destructive fire took place in the premises of Messrs. Booth & Sons, copper-smiths, on the east side of Yonge, five doors north of Queen street. About 11.15 the fire was first seen by some lads, who were passing, and they at once gave the alarm. The engines arrived on the scene in a very short time, and the water was turned on. The flames, however, burst through the windows, but after a powerful stream of water had been poured on for some time it was thought the fire was extinguished, when three explosions took place, one after the other, and the flames burst out anew and communicated with the store above by the stairway and casing taking fire. The hose was taken round to the rear of the store and set to work there, and in a short time the fire was completely extinguished. The damage done was estimated at about \$3,000, insured for \$2,500. The origin of the fire is un-

known. Not much more than a month after this, on April 28th, the premises of Messrs. Booth, along with the store of Mr. Joseph Hodgson, stove dealer, were totally destroyed, the damages amounting to \$10,000, of which only \$8,000 was covered by insurance. The details of the fire are scanty, but it was supposed that it was the work of an incendiary. There was also another building owned by Mrs. McArthur, burnt, which was valued at about \$5,000 or \$6,000. It could not be ascertained whether this was insured.

Between 4 and 5 a. m. on May 6 the druggist shop of R. Emery and Moran's grocery, 72 on the north side of Queen street, west of Teraulay street, were destroyed. The damage was about \$2,000, insured for \$1,000.

A destructive fire took place on Thursday, November 6, 1862, in Mr. Henry Agnew's foundry on the west side of Sumach street, south of Queen. The fire commenced in the machine shop, a frame building, and spread with such rapidity that in ten minutes the whole building was a mass of flames. The pattern makers had to run out to save themselves, leaving all their tools behind them. Meantime the fire engines arrived, and one of the steamers was stationed at the edge of the Don, and, by pouring on a powerful stream of water the fire was confined to the building in which it originated. A great deal of valuable machinery was lost in this fire, and the building was completely destroyed. The loss was between \$8,000 and \$10,000, and the place was uninsured. The fire was purely accidental.

On Friday, November 14, 1862, occurred a fire which will long be memorable in Toronto. About half past two that morning the inmates of the Rossin House were roused by the cry of "Fire." It was thought at first to be a false alarm, but soon it was discovered to be only too true. Those who opened the doors of their chambers and smelt the smoke gave a shout and bounded down the stairs in their nightclothes. Fortunately it was easy to get to the street at this time, as the gas was burning, and the way out could be seen. The rushing to and fro of the first movers brought the remainder to a sense of their position, and a scene of wild confusion ensued. Down the stairs went a crowd of half-clad people, of both sexes, with bundles in their hands and trunks clattering after them; band-boxes, looking-glasses, toilet services, chairs and tables were upset in the general hurry. The fire, it was supposed, had its origin in a small room near the kitchen, in which kindling wood was stored. The yard south and west of

the kitchen was filled with a large quantity of cordwood, and there was besides an amount of coal in sheds. It was said that the flames first issued from these, and it was thought they must have been wilfully fired. Soon after the alarm was given, the cordwood and a wooden storehouse and stable, also near the kitchen, took fire. About an hour after the discovery the conflagration had assumed gigantic proportions. The angry flames leapt from storey to storey and soared high above the roof into the darkness. The floors fell in with successive crashes, and, as each one fell, the fire glowed with a redder hue and rolled up immense volumes of smoke, which settled over the hotel. The greatest anxiety was felt at one time for the female servants of the house, as the fire raged most fiercely underneath that portion of the hotel where their bedrooms were located, in the top storey. Boarders who came from the second and third storeys reported that, when they first awoke, their rooms were so filled with smoke that they could scarcely breathe, so that it was not unnatural to suppose that the girls, who were on the top storey, might suffer severely. Many of them had considerable difficulty in getting down. One girl, who stayed longer than the others, had to escape out of a back window by means of a ladder procured by Mr. Brown, the steward of the hotel. She was unburnt. Some ten minutes at least elapsed after the fire was discovered before any one gave notice at the engine houses, but as soon as the bell rang on Bay street the engine came rushing out. The hydrant at the corner of Simcoe and King streets was opened, the hose laid to York street to the burning kitchen. All efforts to check the flames were in vain. The second engine speedily arrived, and was stationed at the corner of York and King. The hose from it was laid through the central hall, also to the kitchen, with no better result, except that the office and the ground floor fronting York street, were saved. Still the wing continued to burn. Though an enormous quantity of water was poured upon it, the conflagration appeared to increase in an inverse ratio to the efforts made to subdue it. About four o'clock a third steam fire engine was got out of the Central house and stationed near the corner of York and King streets, where it did good service.

The vacant grounds on York and King streets were literally piled with rescued property. All the stores in the hotel were speedily emptied of their contents when it became evident that the fire would extend to the front. From an early hour a fatigue party of Captain

Hobbs' Company, 30th Regiment, rendered good service in carrying out goods. Others of the regiment were sent to assist the police in keeping order. By their aid the large crowd was kept upon the sidewalk, and left the movements of the firemen unimpeded. About 5 o'clock the flames reached the front. They had penetrated to the third flat, while a party of men were at work in the rooms on the floor above the King street stores. Suddenly, while some of them were directly over Mr. Charles Potter's store, the floor on which they stood gave way with a fearful crash, and they fell through into the store. One man dropped just behind the window, and was seen struggling amid the debris. A deep groan escaped from all present, and a rush was made for the window. The glass was soon smashed, and a soldier named Kelly was dragged out of the flames. Wonderful to say, he was not much hurt. He said that before they fell there were five men working with him in the rooms—Sergt. Connell of the 30th, two other soldiers, a civilian, and a coloured boy about 16 years of age—but he thought they got out before the floor fell. Sad to say, one of them never left the burning building alive. This was William H. Graham, son of Mr. Graham, carpet dealer, King street. His body was found, much burned and disfigured, but still recognizable. The many finestores on the ground floor of the Rossin House block shared the fate of the rest of the building, but in most cases their contents were saved. The stores on King street were occupied by Mr. Walton, merchant tailor; Charles Potter, optician; W. Wharin, dealer in watches, jewellery, etc.; Mrs. Forbes, milliner; Mrs. Pollard, embroideress; W. Gillett, tobacconist, and W. Smith, newsman. The store on the corner was occupied by R. Jordan & Co., grocers. The York street stores were: P. Rooney & Co., dry goods; Joshua Lowe, manufacturer of steam gauges, and M. Miraune, barber to the Rossin House. The aggregate loss of these was about \$3,000. As most of the goods were removed without damage, the loss was small. Many of the guests of the house lost their effects; in fact, but very few of them saved anything. The insurance on the building amounted to \$60,000; on the furniture, \$19,500. The total loss was estimated at \$200,000.

No fires happened in 1863 until April 20, when Mr. Lamb's glue and blacking factory, situated on Amelia street, north side, and also to the north of the Necropolis, was totally destroyed. The fire was first seen about eleven o'clock and it spread with great speed, being fed with the inflammable materials inside



the factory. It soon spread through the principal building, four stories high, and floor after floor gave way till at last the roof fell, leaving only the bare walls standing. The smaller buildings in the vicinity were ignited and burned to the ground. The steamers were on the ground early, but were not able to cope with the flames, which had got a great start before they came. Mr. Lamb's loss was \$8,000, insured for \$4,000. The fire was considered to be purely accidental.

A most atrocious act of incendiarism occurred in Toronto in September, 1863, whereby three lives were lost. The place was Colborne street, in the premises of Messrs. Barry & Son, wool and leather dealers. The circumstances were these: Messrs. Barry had employed a man named McGlyn for a number of years, till he became of dissipated habits when he was discharged and another man, Elliott, was engaged in his place. Elliott's family, consisting of his wife and two children, took up their residence in the third floor of the building and the second floor was occupied by Mr. Barry, Jr. McGlyn had often come back to complain of Elliott having superseded him in his position, and on the day in question he came when Elliott was out and asked for some small articles which he said he had left there. Mrs. Elliott refused to give him anything during her husband's absence and he went away. Shortly after Elliott returned and McGlyn also came back, got his articles and once more left, only to return in a short time and unchain a dog belonging to Elliott and lead him away. Elliott followed him and a quarrel ensued; from words they got to blows and McGlyn received a severe thrashing. Out of revenge for this he went around the store some time afterwards and entered a side door. A few minutes later flames were seen issuing from the cellar, and very soon flames burst forth from every flat. The smoke rose quickly and filled the building the stairway acting as a funnel to draw the fire upward. In the house at the time were Mrs. Elliott and two children, one four years old and the other twenty months, and her aunt, Mrs. Milligan. The sight of the smoke seemed to throw the women into the greatest confusion. Mrs. Elliott ran to the stairway, but that means of exit was cut off. Finding escape impossible she and her aunt went to the back window which was forty feet from the ground. She threw herself out at the window holding on to the sill, afraid to drop, until her hands and arms were scorched so much that she had to let go. She fell on her feet, but sustained serious internal injuries of which she died some hours later. Her aunt was more fortu-

nate, she jumped, alighting on her feet, but smashed her left ankle fearfully; she recovered. The utmost efforts were made to reach the floor where the children were, but they were of no avail; the fierceness of the flames frustrated all efforts and the unfortunate children both perished. The fire engines had arrived in the meantime and did all they could, but the building was completely gutted. The damage amounted to about \$1,200 and the place was fully insured.

The man McGlyn was arrested on the spot, and the coroner's jury at the enquiry held next day found him guilty of murder and arson, and he was committed for trial. On his trial in March, 1864, the jury disagreed and were discharged. He was tried again in December, 1864, and the jury returned a verdict of not guilty, and the prisoner was discharged.

There was no serious fire in 1864 until August, when the Grand Trunk elevator and wharf were destroyed. Since the destruction of the Rossin House no fire of any great extent had occurred, for which the city was indebted in a large measure to the efficiency of its fire brigade, which had improved wonderfully during the previous two or three years. About 6 o'clock on Sunday morning, August 28th, 1864, a watchman, named McLeod, on passing through the sheds thought he detected a smell of smoke. On going into the elevator he found the first apartment full of smoke. At this time no flames were visible, though the smoke was very dense. The opening of the door, however, created a draught, thus giving life and power to the smouldering and confined fire. The watchman at once gave the alarm, the fire bells were rung, and the engines arrived on the scene with great promptness. By that time the fire had made great headway, for the structure was composed of wood, and before the engines could be brought into play the flames had burned through the roof and were roaring high above the towering building. The moment the engines arrived they were run out upon the wharf as close to the elevator as possible, the suction pipes were thrown into the Bay, and four streams of water were turned upon the burning building. Every possible exertion was used to stay the progress of the flames, but the nature of the building and the start the fire had got rendered it impossible. The firemen worked diligently and manfully, though it was evident from the first that their efforts were all in vain. The intense heat burned the great iron bars with which the building was held together, and then the thousands of bushels of grain pressing with an irresistible force



against the walls, suddenly burst them away on all sides, and the valuable stores rushed into the Bay, filling it up level with the wharf. The flour sheds were also totally consumed, with their contents, 400 barrels of flour.

The Grand Trunk wharf extended out from the Esplanade between Peter and Brock streets. It was then the finest and most substantial wharf in Toronto harbour, and had been erected two years previously, at a cost of \$25,000. The capacious flour shed, capable of containing several thousand barrels of flour, was only a few months built, and had cost \$5,000 or \$6,000. The elevator was the main loss. The building was one of the best of its kind in the province, and was constructed at the same time as the wharf, the whole having been built by Mr. Shedden, of the firm of Hendrie & Shedden, afterwards J. Shedden & Co., cartage agents, 42 Front street east, who disposed of the wharf to the Grand Trunk. The elevator, though known as the "Grand Trunk Elevator," was the property of Mr. Shedden. Its actual cost was \$50,000, but improvements had added several thousands to that figure. Fortunately, it was insured for \$35,000, so it was not a total loss.

Messrs. Gooderham & Worts lost 127 barrels of flour, Mr. W. P. Howland 200 barrels, and Mr. P. Hyland 10 barrels. Most of the flour was insured. The total estimated loss was: The elevator, \$50,000; wharf and flour sheds, \$30,000; oats, \$11,500; corn, \$10,500; wheat, \$5,000; flour, \$2,400; total, \$109,450. The total insurance was only about \$40,000, so that the actual loss in round numbers was \$70,000. Messrs. Erwin & Sloan, Oswego; Cheney & Ames, Oswego; W. D. Matthews and S. A. Oliver, Toronto, were the greatest sufferers from the grain burning. The origin of the fire was supposed to have been some sparks from the engine house near.

On the morning of February 23, 1865, two houses on the south side of Sydenham street, the property of John Langton, were entirely destroyed. A small house on Adelaide street west, occupied by Mr. Coyle, was destroyed on the 25th.

The dwelling house and warehouse of Thomas Moran, on the south-east corner of Trinity and Palace streets, were completely burned on the night of March 13. The loss exceeded \$1,000, the amount it was insured for.

On April 26, two houses on the east side of Seaton street, owned by Sergt.-Major Hastings, were also destroyed. Damage \$2,000; insured for \$1,800.

On the 7th August, 1865, the Grand Trunk was again a sufferer. About 11.30

on the evening in question a fire was discovered in one of the wooden sheds in rear of a row of brick houses fronting on Bay street. Although the alarm was given immediately it was not until 20 minutes later that one of the steamers was got in working order and directed water on the flames. By this time the fire had made great headway and then caught the Grand Trunk offices on the south-west corner of Bay and Wellington streets, and the adjoining residence of Dr. Adams, which were soon enveloped in flames. The firemen first, very foolishly, directed the water on the offices and the burning and already well-burnt stables and left the adjacent houses to the mercy of the flames. Hanlon's Hotel, on Bay street, ignited, and soon became a total wreck, and the flames were soon rapidly feeling their way along the roofs of Mr. W. F. McMaster's and a vacant house next to it, when the men received orders to play their streams upon McMaster's house, and it was thus saved from total destruction, although badly gutted. A detachment of the 47th Regiment arrived with their engine and set to work, rendering valuable assistance. The Grand Trunk lost about \$1,500. A large number of papers and some office furniture was saved, but Mr. James Stevenson, assistant superintendent, lost property to the amount of \$350. The Grand Trunk was uninsured. Dr. Jos. Adams was insured for \$1,600, which did not nearly cover his loss. Mr. Ed. Hanlon, Rochester House, was insured for \$1,800, loss more; Mr. McMaster, insured for \$1,500, about covered his loss. A house occupied by Dr. John Hali, with stables, was badly damaged; insured. There were several other houses and stables burnt on this occasion, and altogether the damage done amounted to \$25,000. The fire was no doubt incendiary, as the neighbourhood was the resort of all the worst characters in the city.

A boy named George McLaughlin, servant to Dr. Adams, was, it is said to say, burnt to death on this occasion. He was unable to escape from the attic, where he slept.

Not many weeks after the above fire another one on the south-west corner of Temperance and Yonge streets did considerable damage. At 1.45 on Friday morning, September 8th, 1865, the alarm sounded for a fire at Dodgson, Shields & Co.'s confectionery establishment, a few hundred yards east of the Bay street fire hall. The fire was discovered a few minutes earlier by the inmates of the confectionery place on Yonge street, which was connected with the Temperance street establishment by

a one-storey brick building. The inmates of the Yonge street place were cut off from communication with the shop below, so ran to the windows, and, with the assistance of a few bystanders, they attempted to make their exit from the third storey of the building. Three clerks who slept in the upper storey made a descent by a rope, while from another room one of the young men hung down and allowed himself to drop, being caught in the arms of the crowd below. As soon as the Fire Department were on the spot, which was with great alacrity, ladders were placed at the windows of Dodgson, Shields & Co.'s, fronting on Temperance street, and two women, who were in one of the upper rooms, were got safely down. Every effort was made to check the advance of the flames, but the east wind caused the fire to spread to the brick houses of Mr. Seath and Mr. Andrew Henderson, auctioneer, and at about 2.30 the rear of the Wesleyan Methodist church caught fire, but was extinguished. About the same time the roof of the New Connection Methodist church caught fire, and in an instant the edifice was in a blaze and burning so fiercely that all hope of saving the building was out of the question. The fire then spread to Dodgson, Shields' place on Temperance street and to Mr. J. Edwards', stationer, and they were both completely wrecked. Messrs. Dodgson & Shields' loss was over \$40,000, insured to almost their full amount. Mr. Seath, uninsured, loss \$1,000. Mr. Henderson, insured for \$800, loss covered. New Connection church, loss about \$10,000, insured. This fire was laid at the door of incendiaries.

On Oct. 26, 1865, St. Stephen's church (Episcopalian), under the charge of Rev. A. J. Broughall, and commonly known as "Denison's church," was totally destroyed by fire. It was supposed that the church was entered by burglars to rob the safe, which was there. Their efforts being unsuccessful, they set fire to the church out of revenge. Two engines arrived on the scene of the fire, but too late to be of much use, and both the church and the adjoining parsonage were destroyed. The church was insured for \$2,000 and the parsonage for \$1,000. The church was built of brick, and the parsonage was a rough-cast frame building, and they had been built at the expense of Brigade-Major Robert B. Denison. The ruffians who did the damage were not caught.

The year 1866 does not give us any fire worth mentioning until July 26th, when a blaze which broke out in the wholesale hardware store of Mr. W. R. Harris, situated on the west side of

Yonge street, between Front and Wellington streets, did considerable damage. The fire broke out about 5.30 in the evening, and had gained a good hold when first observed. The two fire engines were on the ground almost immediately, but the water supply was very limited, and beyond a few jets of mud and water, nothing could be got. Of course, the fire, left to itself, soon gained the third storey, and forced its way out of the front windows, threatening the storeys on the opposite side of the street. Fears were also entertained for the safety of the adjoining stores, and as Harris' store was the centre of a large and valuable pile of buildings, the destruction of them would have involved a great deal of damage to trade for some time. The scarcity of water caused matters to look still more serious, and the engines ran wildly about from hydrant to hydrant in search of a stream sufficient for the occasion. After considerable delay, one of them managed to get a decent supply; but hardly had it started when the hose gave out, several breaches having occurred in it. Meanwhile the flames were burning wildly in Harris' store, which seemed to go like tinder, and showed themselves in an adjoining hoop skirt factory, from which, however, they were driven after some difficulty, and much damage to the stock. It was only by the crowd passing up pails of water that the latter store was saved from destruction. The fire seems to have burned itself out without spreading any farther, having entirely destroyed Mr. Harris' store and all his stock, the damage amounting to about \$16,000 or \$18,000, most of which fell on Mr. Harris, who fortunately was insured for the full amount. The cause of the fire was unknown. The building was owned by Mr. John Crawford, and was insured for \$2,400. At the enquiry, which was held to find out the origin of this fire, great complaints were made at the inefficiency of the water-works, evidence being put in to show that it was almost impossible to throw two streams of water at one time, owing to the limited supply, and that sometimes the water was entirely turned off at the time of a fire. After a long investigation the jury returned the following: The jury, having completed their investigation of the late circumstances connected with the fire which took place on the premises occupied by Mr. W. R. Harris, on the afternoon of July 26th last, feel it to be their duty to call the attention of the corporation to the evidence given to the fact that the insufficient supply of water placed in jeopardy a valuable block of buildings, on which the insurance amount-



ed to over one million dollars. The jury are also surprised to learn that some portions of the city are entirely without a water supply at night. The jury are, therefore, of opinion that the full power of the water-works should at all times be at the immediate and entire command of the fire department, and they would urge upon the corporation to insist upon a full discharge on the part of the water companies of their obligation.

Not long after this, on August 8th, a destructive fire broke out in St. John's Ward. Spreading with unusual quickness, the fire had made great headway before the bells sounded the alarm, and before the engines reached the spot the flames had reached the large brewery of Messrs. Thompson & Burns, on the south side of Agnes street, east of Sayer street, from the residence adjoining, where it had broken out. The building, being of wood, burned quickly, although two steam engines were on the spot, well supplied with water and aided by a drenching rain, and the flames obtained complete possession of the entire place before any chance of extinguishing them presented itself. Ultimately, after great exertions, the fire was confined to the brewery, which it completely destroyed, as well as the house attached. The buildings were owned by Messrs. Rowles and Payne, of Sayer street, and were uninsured. Their value was about \$2,000. Messrs. Thompson & Burns' stock was a valuable one, and was only insured for \$1,000. The entire loss was about \$12,000. The fire originated in some out-houses in rear of the brewery, and was accidental.

February 24 saw the first blaze of the year 1867, but it was not as disastrous as it might have been, as the engines were well supplied with water, owing probably to the hints the water companies got during the previous year. The fire broke out about half past eleven in the evening in the car works of Messrs. J. & A. C. Scovell, fronting the Esplanade, between York and Bay streets, and adjoining the factory of Messrs. Jacques & Hay. The alarming headway made by the flames rendered the total destruction of the latter building imminent; but by good fortune this was averted and the fire confined to the premises where it first broke out. The engines arrived on the spot soon after the alarm was given, and, after a little delay, did good service in preventing the farther spread of the flames. The car shops were gutted, but no damage was done to the adjoining premises. The building and a portion of their internal fittings were owned by Mr. John Cayley, and were worth about \$3,000 and were not in-

sured. Messrs. Scovells' loss is not stated. The fire originated near the furnace, and was purely accidental.

The only other fire worthy of notice in this year occurred on Dec. 31, and consumed the foundry of J. G. Beard & Sons, on the Esplanade, opposite the Northern railway station, on Front street. The alarm was given shortly after seven in the evening and the engines were promptly on the spot; but the building being entirely of wood and a fresh breeze blowing at the time, the firemen were almost powerless to stay the progress of the flames. The fire enveloped the foundry in a few minutes, and was borne across the railway tracks in front of the building, until the Northern railway station opposite was scorched and smoking in twenty places. It almost seemed as if nothing could be done to save the other places in the locality, but fortunately the efforts put forth were successful. The foundry was a total wreck with its contents. The foundry had only just been completed at a cost of some \$8,000; it was insured for some \$6,000. The Northern railway station was damaged to the extent of about \$800; covered by insurance. The origin of this fire was purely accidental.

On July 16, 1868, came a blaze such as had not been seen for some years. The origin of the fire, so far as can be learned, was some children who were playing with matches in the rear of Mr. James Mumford's shop on the east side of Yonge street, north of Shuter, and it was supposed that they accidentally set fire to the shed. The flames soon spread through the dry wood of the outbuildings, and the thick smoke soon gave evidence of the locality of the fire, and soon a crowd of spectators were on the spot. The three steam engines arrived promptly and were, during the progress of the fire, placed so as to prevent the spreading of the flames as some new spot was threatened. One, however, gave out about three o'clock, leaving only two to battle with the element. One wooden building, occupied by Mr. N. L. Steiner as a marble cutting establishment, and seven owned by ex-Alderman Bugg, and occupied by five different tenants, were enveloped in fire almost before the engines could be brought to play. The fire, however, confined itself more to the others than to Mr. Steiner's premises at first, and allowed the removal of some of the smaller pieces of marble from the workshop. The outbuildings of a row of brick houses, also owned by Mr. Bugg, were frequently enveloped by the flames and an extensive lumber yard owned by Mr. Drummond was within reach. In this yard stretching from



Yonge to Victoria streets was contained between five and six hundred thousand feet of lumber, besides shingles, laths, etc. The space which was covered by this stuff was estimated in area at about half an acre; it was situated in the very heart of the block and the material contained in it was excellent food for an intense and lasting conflagration. The various piles of lumber and shingles rapidly caught fire, until the whole yard was one burning mass. By this time Yonge street was the scene of the wildest excitement, business was almost entirely suspended and everyone turned in to help get the furniture, etc., out of the burning houses. About three o'clock a little rain fell and it was hoped that this would continue, but it soon passed off again; and the fire now doing deadly work with a large row of wooden houses on Victoria street, also swept along towards Mr. Steiner's house on Cruickshank street, now Wilton avenue. This offered no impediment and soon succumbed to the flames; and a brick house owned by Mr. L. Sisson was nearly being its next victim, but by erecting a thick projection of bricks Mr. Sisson kept the fire from the fence and prevented the house from catching. The flames were thus prevented from spreading any farther in this direction, and the attention of the firemen was turned to Yonge street again. The fire had spread northward and destroyed several small houses in a lane between Yonge and Victoria, but the liberal streams of water poured upon them prevented the flames from doing any more damage in that direction. Down past the Yonge street entrance to the lumber yard the fire caught the premises owned by Mr. McPhail, stationer, formerly of the firm of Brewer & McPhail, and occupied by Mr. Warren and the owner. Desperate efforts were made to extinguish it here, but the premises were doomed. However after this the firemen were enabled to keep the flames from spreading further, and, except some slight damage to some more outbuildings, they had run their course. The lumber yard had completely disappeared, so far as its contents were concerned, and for some distance around it presented a large extent of black and grimy ruins. The engines worked to a late hour drowning the smouldering embers. The aggregate loss by this fire was from \$30,000 to \$40,000. The losers were as follows: Mr. Wm. Wallace, a stable burnt; loss about \$100; no insurance. Mr. Howarth, druggist, who owned three of the houses burnt, lost about \$1,200; insurance \$800. Dr. Brunt occupied one of Mr. Drummond's houses and had a

good deal of furniture burnt; loss about \$300; insured. Mr. Bugg had seven wooden houses totally destroyed. They produced a rental of \$720 and were but slightly insured. Mr. Drummond was the heaviest loser, his loss being estimated at \$10,000 and insurance about \$4,000. He also lost a few small houses on the lane, which were insured. Mr. N. L. Steiner had insurance to the amount of \$3,000, but his loss was above that, some valuable Italian marbles he had being badly damaged. Mr. Mercer was insured for \$1,000, which covered his loss. Mr. Gourlay was insured for \$1,300, and it was estimated that his loss would be trifling. Mr. Louis Equi lost a wooden building which was insured for \$900, and that about covered his loss. Mr. James Mumford was a large loser. His stock and improvements he had effected were worth about \$2,000, of which only \$1,000 was insured. There were various other small losses, but they are not given. The firemen earned great praise for their energy and pluck at this fire and the supply of water was excellent. For over a year Toronto enjoyed the absence of any serious fires, the worst coming on August 4, 1869, and by it four buildings were destroyed on the corner of King and Princess streets. The premises were all owned by Mr. C. J. Whitehouse, and were occupied by William Parks, grocer; John Little, boarding house; John Collins, green-grocer, and Robert Adams, candy store. The fire started in Collins' building and spread on either side. The fire engines were again deterred by a lack of water, but the Hook and Ladder Co. did good service. After the water was procured all efforts were made to prevent the fire spreading any further and these were eventually successful. The occupants of the houses lost nearly everything, and were barely able to escape with their lives. The buildings were insured for \$1,700, but were valued at over \$3,000. All the effects, furniture, stock, etc., of the occupants were uninsured, but the amount of loss is not known.

A sad tragedy in connection with a fire occurred on September 17, 1869. The fire broke out in a block of houses on the north side of Queen street, near Denison avenue. The buildings, which were of wood, were occupied by Henry Chaloner as a small dry goods store, Mr. Brown as a saloon, and a Mrs. Alexander kept a small grocery in the east part of the block. It was quite impossible to say how the fire originated. All that is known is that immediately after it was discovered it made its way with amazing rapidity through the block, and in less than two

hours the whole was in ruins. The sad part of the story is that two little children were burned to death, and a fireman received injuries which afterwards proved fatal. The two children, son and daughter of Mr. Chaloner, were aged 6 and 4. The father had only just time to save his own life, and the mother threw the baby out of a window to him; but the smoke blinded and confused her, and she fell out herself, leaving the children, who were both burned to death. When the fire brigade arrived two of the firemen, James Kidd and Thomas Hurst went to the rear of the building with the hose, and were directing it on to the flames when a heavy brick chimney fell over with a crash. The debris buried Kidd, while Hurst had his arm broken and received other injuries. Kidd was with difficulty rescued from the burning mass and taken home. Although he received the best medical attention and care, he succumbed to his injuries the next day. The amount of injury done to property by this fire is not stated. Much sympathy was felt for Mr. and Mrs. Chaloner, who not long before had lost four others of their family.

At six o'clock on the evening of Tuesday, October 26, 1869, a small cask of benzine, in the fermenting rooms of the large works belonging to Messrs. Gooderham & Worts burst, and set fire to the basement of the building. In a few minutes the flames spread along the floor, and, almost before the alarm could be given, had sprung up all along the flooring. Almost instantly workmen crowded to the place. Intelligence was sent to the fire stations, the alarm rang out over the city and the engines arrived on the scene, already sufficiently well indicated by the immense masses of flame which were now rising, and which lighted up the sky with a lurid glare. In a very short time the fire had obtained such ascendancy that the engines appeared almost hopeless, but, upon the arrival of two of the engines, the firemen set to work with a heartiness, good will and judgment which spoke well for their skill and pluck.

The works consisted of old buildings, erected some twelve years previous, which included the mill and fermenting rooms; on the south was the wharf, on which was stored a large quantity of spirits and other property. Running north from the east end was the new refinery or malthouse and storehouse, with spirits in the vaults underneath. Close by was the residence of Mr. Gooderham.

As soon as the firemen arrived on the spot the attempts to extinguish the fire and save the valuable property became systematized; and, considering the crowd-

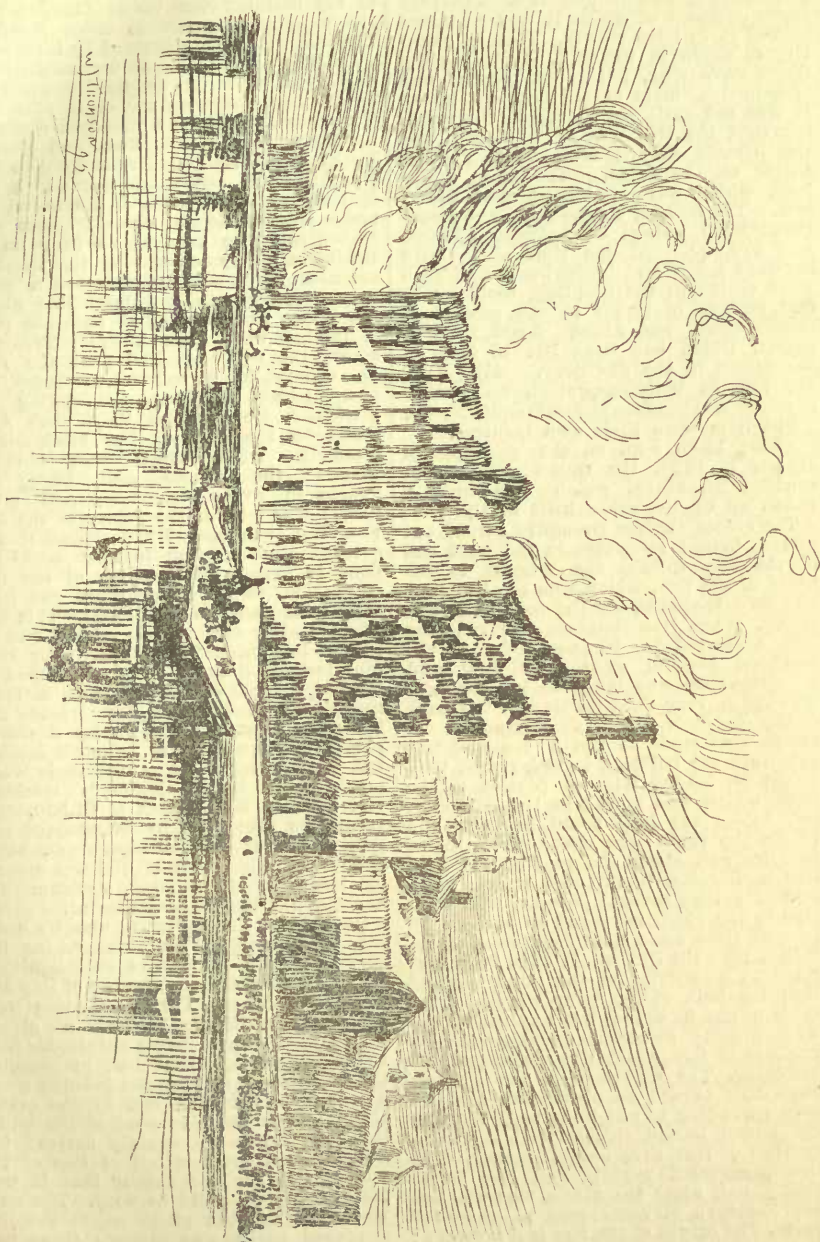
ing, hurry and confusion, a good amount of work was done. The reels played from the slip on the lake, each engine driving two streams of water—one stream directed towards flooding the inside of the malthouse and the others to subduing the fire in the main building, wetting roofs and throwing a heavy stream upon the most exposed point, at the south-west corner of the new buildings. What gave perhaps peculiar power to the fire inside the building, were the two large elevators situated on the east and west ends of the roof. These were almost 12 feet square and served as draught holes, by which the intensity of the fire was greatly augmented. The volumes of flame which issued from these was prodigious. The heat at times was so intense that people who had congregated about the buildings were forced at times to retire out of the reach of the heat. For a time the fire seemed to be confined principally to the upper storey, but it gradually crept down, until the whole interior was a mass of flames. The roof by this time was completely destroyed.

The fire had been confined to the northern side of the building, but the wind from the north caused it to take possession of the southern side. The flames burst through the windows right across the railway track, destroying the telegraph poles and wires. About 7 o'clock an occurrence took place that gave a still more fearful aspect to the fire. Into a drain leading from the burning building the burning spirits got access, and all at once the centre of the still heaved and burst, and logs and stones and earth flew all round. Fortunately nobody was hurt, but it caused the people to withdraw to a safer distance.

About eight o'clock it was feared that the storehouse which stood to the north of the distillery would catch fire, as a fence and a quantity of waste lumber near it took fire, and burned most furiously. Added to this, a barrel of spirits which was lying near exploded, and the flames seemed to lick the bottom of the wall, as if anxious to be burning the storehouse. However, the attention of the firemen was directed towards it, and they set to work, and after an hour's labour this portion of the premises was saved. By 8.30 the fire had reached a range of storehouses situated to the west of the main building. The beams and rafters began to fall, and immense volumes of flames would burst forth. Then, now and again, an explosion occurred within the building, and blazing rafters would shoot into the lake, and be seen no more.

By nine o'clock it was evident that the fire had done its worst, and would





THE FIRE AT GOODELL'S, 1869.



spread no further. But the interior of the building was still on fire. The very heavy timbers of which it was composed caused it to burn slowly. Then a quantity of grain in the mill, which, as the floors gave way, fell to the ground, and remained a mass of red heat for hours. It was not until one o'clock in the morning that the fire was extinguished, and the firemen stayed after that, playing water on the ruins. The main buildings, which were destroyed, cost \$150,000. The boilers, engine room and stone-hurst were valued at between \$60,000 and \$70,000. At the time of the fire between 8,000 and 9,000 bushels of corn were stored in the building, besides 80,000 gallons of liquor in the process of manufacture, and about 2,000 head of cattle, which had been left to feed on the refuse of the distillery. Altogether the loss in buildings, stock and other expenses was between \$100,000 and \$120,000.

The firm were their own insurers.

About 12.45 a.m. on the morning of March 1, 1870, the Queen street bell sounded an alarm which was quickly taken up by the other bells in the city.

The steam engines promptly turned out and a bright reflection in the west end of the city guided the brigade to the scene of the fire, which was the Northern Railway Elevator, at the foot of Brock street. When the engines arrived the fire appeared to be confined to the southern portion of the building and an endeavour was made to lay the hose through a long shed leading to the back of the elevator. At the same time an attempt was made to run a train of flat cars into the building in order that they might be loaded with a portion of the flour which was stored in the building; but before the hose could be laid, and before the train was ready to move in, the fire ran along the roof of the shed like a burning liquid, and it was with difficulty that several persons, who were within the shed, managed to escape. Up to this time some hope had been entertained that the fire would have been confined to a portion of the building, and that the bulk of the flour stored in the sheds might be saved, but any such hopes were quickly dispelled by the perfect volumes of fire which now enveloped the buildings. The exertions of the firemen were now turned to preventing the fire from spreading to adjoining property, and the crowd busied themselves running a number of flat cars out of danger. The fire progressed rapidly and two hours and a half after the alarm was sounded the Northern elevator was a mass of ruins. The origin of the fire is a mystery; it was discovered by a locomotive driver, and when the alarm was given it was

well under way. The loss on the contents of the building was about \$150,000; on the buildings themselves about \$60,000. The loss was wholly covered by insurance.

On May 14, 1870, a destructive fire destroyed a large amount of property on the south-east corner of Hayter and Teranlay streets, the premises occupied by Messrs. McBean & Bros. and Messrs. Parish & Gorrie. The fire started in McBean's engine house and spread to the builders yard of Parish & Gorrie, on the north side of Hayter street, before any water could be brought to bear on it. During a delay, caused by the want of sufficient hose, the fire attained a mastery over everything combustible about the place, and soon some immense piles of lumber were ignited. From Teranlay street the fire travelled past the rear of Constable Hornibrook's house to two new workshops belonging to Parish & Gorrie, and they were soon burnt to the ground. The brisk north-westerly wind which was blowing fanned the flames and blew the sparks in every direction, and much alarm was felt for the safety of the surrounding buildings. By 9 o'clock it was evident that nothing further could be done to arrest the progress of the conflagration, so all efforts were put forth to save the adjacent buildings. This was effected after considerable labour, and the fire at last burned itself out. Over 100,000 feet of flooring was destroyed in Messrs. McBeans' premises, and a large number of window and door frames met the same fate. Messrs. Parish & Gorrie also lost a quantity of valuable lumber, but were fortunate in saving their workmen's tools. Messrs. McBeans' workmen lost tools to the amount of \$1,500. The total loss could not be ascertained correctly, but it was estimated at about \$18,000, of which only \$3,000 was secured by insurance by Messrs. McBean. The cause of the fire was accidental.

On Friday, November 18, about a quarter past seven in the evening, the fire alarm sounded for a fire at "Boulton's Mill," on the north-east corner of Bay and Esplanade streets. The fire engines were promptly on the scene, and, a plentiful supply of water being obtainable from the lake, no time was lost in bringing the branches to play on the burning mass. The fire had broken out in the third storey of the southern part of the building, and when the engines arrived the flames were bursting out of two of the windows to such an extent that it was feared no good could be done. The only way to reach the place where the fire appeared to be was through these two windows, and a continuous stream was kept pouring into them. The office was

broken into and the books, papers and safe were rescued. An hour after the flames broke out it was obvious that no efforts could stop their progress; the flames soon spread to the elevator, which fortunately contained but little grain; and the beams of the gable, once on fire, burnt with an intensity which soon brought them to the ground. The fire ran through with lightning like rapidity, and by midnight all that remained of the fine mill were four blackened walls; the interior, with the exception of the basement, being completely gutted. The origin of the fire is a mystery. The mill shut down at 6 o'clock as usual, and everything appeared to be all right; at 7.15 p.m. the fire broke out, nobody knew how. Mr. Boulton estimated his loss at about \$30,000, of which \$11,000 was covered by insurance. The firemen received great credit for the manner in which they performed their duty. The engines were promptly on the spot and the branches well directed, and everything done to stay the fire that was possible.

About 11 o'clock p.m., on Saturday, December 10th, 1870, a fire broke out in the soap and candle factory belonging to the estate of J. Carty, on the south-west corner of Queen street east and George street, which resulted in the complete destruction of the building and its contents. The alarm was given by T. G. Tolhurst, and the fire brigade were quickly on the ground, and did good work in preventing the fire extending to the adjoining property. About three o'clock the building was one mass of blackened bricks and charred timber. The books and accounts were all rescued intact. Mr. Dodgson, formerly of the firm of Dodgson, Shields & Morton, was the lessee of the factory. He was insured, but his loss was very considerable. This was one of the best factories of the kind in Canada, and one of the very first manufactories established in that part of Toronto. It was opened very early in the "fifties," when Queen street east was not even macadamized beyond Church street, and when an open stream ran on the south side of the street from George to Caroline, now Sherbourne street. The two brick houses on the north-east corner of Jarvis and Queen street had just been completed, and all around them was open field. The remains of the orchard belonging to the Jarvis homestead extended to the point where George now crosses Queen street, and when the factory was built it was considered a mistake to put it in such an out-of-the-way place. The fire swept it away as a candle factory, and the business was never resumed.

Not yet had 1870 had its full quota of

fires, for on Dec. 18th, about 7.20 in the evening, fire broke out in a yard of Mr. Clement's sash factory, on the south side of Front street, opposite the Queen's Hotel. The alarm was given at the Queen's Hotel, and Mr. McGaw, with a few others, went to the spot and extinguished the flames with a few pails of water. At 11 o'clock the bells again rang the alarm, and this time the factory was really on fire. Before the engines could be got to play upon the building it was one mass of flames, which spread rapidly among the combustible materials within. Almost from the outset all hope of saving the factory was abandoned, and Mr. Clements directed the firemen to devote their energies to prevent the fire catching Messrs. Jacques & Hay's establishment, which adjoined. Fortunately their efforts were successful, and a still more serious blaze was averted. Shortly after the fire broke out a convincing proof of its being the work of an incendiary was afforded by the discovery that a stable, which was situated some distance from the factory, was on fire inside. This was extinguished before it gained much headway. Had it not been, nothing could have saved a large stock of lumber close by. About 11.30 the roof fell in, and by midnight nothing remained but the mere shell of the building, with its burning contents in one flaming heap in the basement. The total loss by this fire was \$12,000. Mr. Clements lost on his stock and machinery \$8,000, and was not insured. The owner of the building, Mr. John Cayley, lost \$4,000, and was also uninsured.

On October 14th, 1871, at two in the afternoon, a fire broke out at Milloy's wharf and storehouse at the foot of Yonge street. It originated in the south-east corner of the building, and spread rapidly to the eastern part. The building destroyed contained a large quantity of grain, crockery and stoves, the greater portion of which were destroyed. The principal losers were: Thomas Duncan, 14,000 bushels of grain; James Young, 4,000 bushels of grain; James Walsh, 4,000 bushels of grain; C. W. Farrell, 3,800 bushels of malt; H. J. Boulton, 200 barrels of flour.

The total loss amounted to over \$20,000, most of which was covered by insurance.

Two good frame houses on the west side of George street, just north of Queen, the property of Mr. Lally, a sheriff's officer, valued at \$1,600, were destroyed by fire at four o'clock a.m. on December 27th. They were fully insured.

One of the worst fires Toronto had been visited with for some years broke out at 10 p. m. on February 14, 1872,



in the store of John Charlesworth & Co., No. 35 Front street, on the south side. It was discovered by a constable on duty, and he immediately gave the alarm, and the Bay street engine promptly arrived on the scene, but the progress and appearance of the fire were such that the other engines were signalled for. In the meantime the fire had burst through the roof and was spreading over the entire length and breadth of the block. The cornice beneath the windows in the highest storey, after burning for a short time, fell to the sidewalk, threatening to destroy the hose, which was at once removed by the firemen with their hooks. All the engines were in operation about 11 o'clock, two of them being placed on Higginbotham's wharf, the others at the tanks at the foot of Bay street. The hose of the former being carried across the track, all traffic was stopped. Up to about 11 o'clock there was no progress made in the direction of taking the goods from the stores on either side of that portion of the premises which was burning; but as it seemed that no progress was being made against the flames, the order was given to commence the removal of the goods, and the work at once was taken up by a score of men. By midnight all hope of saving the building seemed to be lost. Monitory jets of smoke were observed issuing from the roof at intervals, westward of where the fire was raging in the central part of the block. The several storeys of each store, which was separated from the adjoining by a brick partition, were successively burned out, and still the fire advanced beneath the roof to the adjacent portions. The iron front, from which the block took its name, now gave way, part falling inside and part on the pavement. At one o'clock there seemed to be no chance that any portion of the building would be saved. Hundreds of men and boys were engaged in removing the goods from the scene of the fire to where it was thought they would be safe. As the conflagration progressed, it became more and more evident that no part of the block could be saved, the engines not being of sufficient power to send a stream of water higher than the third storey. The mansard roof, being composed of boards covered with the combustible felt roofing, was always the first portion of the building to ignite; the iron front began to lean outwards, and no stream of water could be got to reach it. At 1.45 a.m. the block of one or two warehouses in the rear broke into flames and burned with great fierceness for some time. A few minutes before two o'clock a large portion of the building fell with a crash that was heard

over a great part of the city. The flames also reached the old Custom House and did considerable damage there, but the books, papers, etc., were secured before the fire or water got to them.

The firemen did not cease playing on the fire until 10 o'clock the next morning, and the scene was a sad one. With the exception of three stores, the whole row was completely destroyed. The total loss amounted to about \$400,000, the losers being: Mr. Staunton, who owned two of the buildings, which were worth about \$35,000. The greater portion of his stock was saved. He had insurance for about \$20,000. Messrs. John Robertson, Son & Co. saved most of their stock and were insured in various companies for \$40,000. Messrs. Thomson & Burns were believed to be insured for about \$9,000. Messrs. Brummell & Russell lost all their stock, but it was insured; amount not stated. Mr. S. S. Campbell lost the whole of his stock of leather belting, valued at \$8,000; insurance \$5,000. Messrs. Barclay & Evans' stock was entirely consumed. It was valued at \$70,000 and the insurance was \$25,000. Livingston & Johnston, who saved a large portion of their stock, were insured for \$13,000. Mr. Myles was insured on his stores for \$36,000. Messrs. Thomas Walls & Co. saved a considerable amount of their goods. Their loss above insurance was about \$50,000; their insurance was about \$107,500. Messrs. Dobbie & Currie had about \$129,000 worth of stock, of which they saved \$50,000 worth. They were insured for \$70,000. The origin of this most disastrous fire is not mentioned, but it is supposed that it was accidental. The work of re-building the block was proceeded with as soon as the weather permitted.

The excitement caused by this fire had hardly time to subside when the rest of the block was burned to the ground. The fire broke out on Sunday, May 12, 1872, in the wall paper factory of Messrs. Staunton & Co., and it was soon seen that the buildings of the Iron Block and Mr. J. B. Smith's lumber yard were in danger of being destroyed. Bay street engine was the first to arrive and was speedily got to work, but not before the flames had obtained such headway as to render all chance of saving the factory, with its valuable machinery, blocks, stock, etc., hopeless. Soon after the fire broke out the boiler in the engine room burst and the walls of that portion of the factory facing south were blown on to the Esplanade. The flames spread rapidly through the whole length of the building, and soon the lumber in Mr. Smith's yard was made the prey of the fire. Mr. Smith's office also caught, and that once



on fire, another Iron Block catastrophe seemed inevitable, as the wind had risen considerably and was driving the flames in all directions. The roof of Messrs. Milloy's storehouse was on fire three times, and it was only by dint of the greatest exertions that serious damage did not ensue. The Harbor Commissioner's office was the next to go; Mr. Smith's office and the last named building burned up like tinder, and all the efforts of the firemen to check the progress of the fire were futile. The sparks were carried about by the wind and soon the mansard roof of Mr. Staunton's store was observed to be in a blaze, and the flames worked their way round to Messrs. M. Fisher & Son's premises next door. Both stores were soon wrapped in flames, and the only stream of water brought to play upon the buildings facing Front street was a miserable affair. All the premises between Staunton's store and the Esplanade resembled one vast furnace. By seven o'clock all the upper stories of Fisher & Son's and Staunton's stores were irretrievably gone, and presently the roof fell in with a tremendous crash. At half-past seven the fronts of both stores were observed to totter and a few seconds after they fell; when the smoke and dust cleared off nothing was to be seen of the building but one or two fragments of parting walls and a mass of debris in the street. However, after this the firemen prevented the flames from spreading any further and by ten o'clock all was safe and the firemen ceased pouring water on the ruins. The origin of the fire is a mystery; it was supposed to have started in the engine room of Staunton's factory. The property destroyed was valued at about \$150,000, of which Mr. Staunton lost about \$110,000; \$66,750 being covered by insurance. Messrs. Fisher & Son's loss could not be correctly ascertained. Mr. Smith lost from \$20,000 to \$25,000 and had insurance for \$13,000.

On June 30, 1872, a fire broke out about 5.15 a.m. in the engine room of Messrs. Joab Scales & Co.'s tobacco works, on the south side of Palace, now Front, street, just east of Frederick street, which damaged the engine and machinery to some extent, and did damage to the raw tobacco, which amounted to \$4,000 or \$5,000. The total estimated loss was between \$9,000 and \$10,000. Fully insured. The promptness and efficiency of the fire brigade prevented a very disastrous conflagration on this occasion.

On Saturday morning, April 5, 1873, about 4.30 o'clock, fire was discovered on the premises of Mr. William Burke, lumber merchant, etc., on the south-

west corner of Richmond and Sheppard streets. The flames had already gained great headway when the fire engines arrived, and then no water could be got and the fire raged unchecked. Water was at length obtained from the corner of York and Richmond by one of the engines, and subsequently three others got it at different points. In spite of all the efforts put forth by the firemen, the whole of Mr. Burke's buildings and lumber piles, together with half a dozen dwelling houses, were swept away. Mr. Burke's loss was about \$20,000; insurance, about \$9,500. The other houses destroyed were occupied by Mr. John Singleton, Mr. Frank Orris, Mr. Richard Clarke, Mr. Nathaniel Baker and Mr. Ed. J. Burton. The contents of these buildings were completely destroyed. The next building to the west was owned and occupied by Mr. Daniel Brooke. Here the flames were arrested, after doing damage to the extent of \$2,000 to the house and furniture. Mr. Brooke was insured for \$3,000. The total loss by this fire was estimated at about \$30,000. Its origin is not known.

On July 1, 1873, the water-works were taken over by the corporation from the water company which had been operating them. The matter had been under consideration for some time, and it was without doubt a decided improvement on the old way.

A fire on Dec. 1st, 1873, almost completely destroyed the Primitive Methodist church on the south side of Alice street, about seventy yards from Yonge street. The flames were first seen by a policeman about 3 a.m., and he at once gave the alarm, but by the time the engines arrived and got into working order the fire had made considerable headway. The flames, which started in the woodwork near a register coming up from the furnace, ran up into the cupola and thence spread along the roof. From the roof they crept down into the interior of the church, and when the fire brigade succeeded in extinguishing them the whole inside of the building was almost completely gutted. The floor was not burned, but was very much damaged. A few of the pews escaped and the framework of the gallery and one or two pillars were intact. All the rest was a total wreck. The organ was entirely destroyed. The whole loss was about \$13,000, \$10,000 on the building and \$3,000 on the furniture and organ. The insurance was \$8,000 on the building and fixtures and \$2,000 on the organ.

About 11 o'clock on the night of January 20th, 1874, the old Royal Lyceum, situated near the Rossin House, on the

south side of King street, was discovered to be in flames. These spread with such rapidity that in less than an hour nothing was left of the building but the bare walls. It was owned by Mr. French, and was occupied by Mr. Tannehill, the piece performed on the night of the fire being "The Murder on the Hudson." The damage was about \$18,000, and Mr. French was insured for \$15,000.

On January 9th, 1874, the premises of James Miller and W. J. Smith, cabinet makers, on the south side of Shuter, closely adjoining Yonge street, were entirely destroyed. The damage was about \$3,000.

The check toll-gate on the Kingston road, now Queen street east, just west of Mill lane (Broadview avenue), was fired by incendiaries on the night of March 26, 1874, and burned to the ground.

A fearful fire broke out on the night of May 10, in a wooden building on the north side of the Esplanade, No. 60, occupied by John Taylor & Co., as safe manufacturers. This was entirely destroyed. From there the flames spread to the premises of Neil Currie, No. 52, boiler maker. Lyman Bros. & Co. had a warehouse in this neighbourhood, which was also damaged very greatly, and some "pattern" shops, tenanted by a Mr. Little, were also destroyed. The fire worked northwards, and soon the premises of Messrs. Smith & Keighley, wholesale grocers, and the stock of Thorne, Parsons & Co., leather merchants, were destroyed. These buildings were on the south side of Front street, to the east of Church street.

The losses were as follows: Lyman Bros. & Co., \$3,000; Taylor, John & Co., \$20,000; Little, \$500; N. Currie, \$10,000; Smith & Keighley, \$100,000; Thorne, Parsons & Co., \$20,000.

With the exception of Neil Currie, who only had a \$1,500 policy, all of the above were protected by insurances. The buildings were the property of Mr. A. M. Smith and were also covered. When the Esplanade fire had been burning for about an hour, an alarm came from George street that the ice houses, Nos. 15 and 17, on the east side of the street, were in flames. They were occupied by Samuel Hill & Co. A report of the time says:

"In a few minutes an engine arrived on the spot and was speedily set to work but too late to save much of the property in the block. The entire shell of the ice house soon afterwards fell exposing a scene which in gorgeous beauty could not be surpassed in the imaginary regions of fairy land, blocks of ice being piled to what appeared to be a great height, each of which sparkled in the lurid light from

the other fire, looking like a pile of rubies such as the boldest writer of fairy tales never imagined."

Other losers by this fire were Mr. Taylor, rough-cast dwelling, W. Campbell, grocer, J. Franks, grocer, and some smaller ones. Campbell was not insured but all the others were believed to be.

While a ladder was being raised against one of the buildings on Front street in the midst of the first fire, a portion of the machine fell, seriously injuring a fireman named Carruthers in the spine.

About 4 p. m. on Monday, May 25th, six houses on the east side of Seaton street, from No. 65 to 75 were entirely destroyed. The occupants were William Gorrie, Robert Stevenson, Richard Harbert, John Edwards, Mrs. McCarthy and G. J. Fitzsimmons. The damage was reckoned at \$3,000, the houses being frame and valued at \$500 each.

The premises of Davies & Co., situated between Front and Mill streets on the western bank of the Don, were discovered to be on fire on the afternoon of June 23rd. Very great damage was done, the main buildings and several adjacent sheds including three ice houses, being destroyed. The loss was covered by insurance.

A large fire occurred on the morning of July 28th at the oilcloth factory occupied by Davies & McCullough on the corner of Wellesley and Ontario streets. A large brick building was entirely destroyed and the loss, only partly covered by insurance, amounted to several thousand dollars.

About 4 o'clock on the morning of March 30th a fire broke out in a block of six rough-cast buildings on the south-east corner of Gerrard and Ontario streets. Four of them were completely destroyed the remaining two almost so. The corner house was a hotel, proprietor Edwin Hough, and managed by Charles Lamb. Next to it was Mrs. Dixon's millinery store, then Charles Johnson's the stationer's. Chown & Braine, butchers, H. H. Hammond's grocery, and E. Anderson, a baker. The total loss was about \$5,000, not more than half of which was insured.

A fire not only destructive to property but where human life was sacrificed, broke out on the morning of May 31 in the millinery store of John Miller, 329 Yonge street, on the eastern side, seven doors south of Gould street. Despite the efforts of the firemen the flames burst through the upper storey and the roof of the store, and extended next door to J. H. Hammond's, the latter. The upper storey over the two stores was Miller's dwelling, he subletting a portion of it to James Nash, a painter, and his wife, when the fire broke out every one was



asleep, but Miller and his wife succeeded in making their escape while Mr. and Mrs. Nash perished. The cause of this fire was supposed to be incendiarism. The loss was about \$6,500, only partly covered, so far as Miller was concerned, by insurance.

On June 9 one of the largest fires that Toronto had seen for many years broke out in Good's foundry on the north-east side of Queen street, just east of Yonge street, which was totally destroyed. The fire spread to Yonge, destroying the premises of J. Rowland, on the corner, No. 73. Mr. Rowland was a dry goods merchant. It next took 75, G. Goulding's millinery establishment, 77, J. F. Davies' music dealer; 79, George Ellis; 81, J. A. Cherry, dry goods; 183, John Lambe, boots and shoes; 187 and 189, Samo & Johnston, cabinet makers; 191, Neil McEachren, the Albert Hall came next and was greatly damaged, then 191 1-2, P. E. Noverre's, tobacconist, and the livery stables of J. G. Snider, in rear of 193, were greatly damaged.

On Queen street, adjoining Good's foundry to the east, on the corner of Victoria street, was a saloon kept by E. Dawson. This was entirely destroyed, while on Victoria street Nos. 58 to 72 were gutted. The insurance on the Yonge street houses and their contents exceeded \$40,000, of this \$6,000 was on the Albert Hall block. There was no insurance on Good's foundry and only \$1,600 on 58 and 60 Victoria street. The reflection of the flames from this fire was seen plainly at Niagara and also at Whitby.

The Toronto Nut and Bolt Works, on the south side of Little Richmond street, just east of Bathurst street, owned by Messrs. Robb & Co., were entirely destroyed on the night of June 20. The building and contents were fully insured, but there were many tons of coal stacked on the premises, which were uninsured, and proved a total loss.

Only a very brief period elapsed when on July 12 Collins' brass foundry, 612 and 614 on the west side of Yonge street, just south of Bloor, was destroyed, and Mr. Collins' dwelling house as well as that occupied by Thomas Robinson greatly damaged. The loss was estimated at \$9,000, Mr. Collins being insured for \$6,000.

Booth & Sons' steam copper works on the Esplanade, on the north side, near the corner of Bay street, were destroyed on the night of August 18. The loss amounted to about \$6,000, which was covered by insurance.

Robinson, McDonald & Co.'s planing mill on the south side of Mill street east was completely burned out on the evening of November 6. A large quantity of lum-

ber, together with a great deal of machinery and many tools belonging to the workmen, was also destroyed. The total loss was about \$8,000. The insurance was only a little more than a third of this, \$3,000.

For some months no fires of any great consequence occurred in the city. On August 30 great damage was done to the premises of C. P. Reid & Co., 29 Front street east, on the south side. Damage to the amount of \$15,000 was done, which was fortunately wholly met by insurance.

Hamilton's foundry, on Front street east, between Berkeley and Parliament streets, was utterly destroyed by fire on the night of November 21. The damage done exceeded \$200,000, and it was only insured for about \$50,000. Over 200 men were thrown out of employment, and the whole of their tools perished in the flames.

A fire occurred at the Central Prison on June 21, 1877, in a brick building occupied as a bakery, etc. The damage done amounted to about \$500.

Metcalfe's foundry, known as the "Don Foundry," on the southern side of King street east, close to the Don, was entirely destroyed on the night of July 12th, 1877. The building and its contents were valued at \$7,000, and were only insured for a little over \$2,000. This was the fifth time Mr. Metcalfe had been burnt out.

Sunday, October 7, occurred one of the most disastrous fires of the year. About three o'clock a.m. the premises on the east side of Teraulay street, between Buchanan and Hayter streets, owned and occupied by the Canada Coffin Manufacturing Company, limited, were burned to the ground. The coffin company occupied the building as their work shops, and at the time the fire took place it was filled with a large stock of manufactured goods and raw material, all of which was destroyed. The loss to the company exceeded \$20,000. Over 1,400 coffins were destroyed, besides a large stock of material, which all perished either by fire or by water. The amount of insurance carried only amounted to about one-third of the damage done. "The only way to account for the fire is by attributing it to incendiarism." Such was the remark made by the Globe newspaper in reporting the blaze, and the other dailies said the same.

On November 20 Oliver's lumber yard, on the west side of Lorne street, was partially destroyed by fire, and great fear was entertained that the Queen's Hotel would go too, but after half an hour's hard work on the part of the firemen all danger to the latter building was averted, besides a considerable portion



of Oliver's property being saved. The damage done was to a great extent covered by the various policies of insurance held.

On June 22, 1878, a fire of a very destructive nature took place in the premises occupied by Mr. J. W. Philips, builder, on the south-east corner of Elizabeth and Hayter streets. Damage to the extent of \$7,000 was done, but there was ample insurance. Thomas Carroll, who occupied an adjoining sash and blind factory, was all but burnt out, his loss reaching \$5,000 and he was only insured for \$2,000. Mr. J. E. Turner and Mr. J. D. McArthur, leather belting manufacturers, were also losers, each about \$1,000.

A fire broke out on the evening of September 30 in the planing mill and handle manufactory of C. T. Brandon & Co., in McDonnell square, south side, off Bathurst street. Owing to the inflammable nature of the building and contents the flames spread rapidly and destroyed most of the property, including the machinery and stock. The firm were insured for \$3,000, but this did not quite cover the loss. The fire was supposed to have been accidental and to have commenced in the boiler room.

Gearing's sash and door factory, Nos. 118 to 124 Esplanade street, on the north side, was entirely gutted on the afternoon of October 9. The fire broke out about 4.30 and it was about 6 before it was completely subdued, the damage amounting to more than \$5,000. The fire was caused by the high wind which passed down the chimney with such force as to blow the flames out into a lot of shavings some distance off. The shavings in turn communicated with the wooden work above, and so the conflagration occurred. Happily for Mr. Gearing he was insured fully.

At 12.20 on the morning of Wednesday, November 13th, flames were discovered issuing from the south-west corner of the paint shop in the Central Prison yard. The main building, the prison proper, occupies the east side of the quadrangle. At the point most remote from this, the south-west corner of the walls, the fire originated. All the space between the rear wall and the main building was occupied by workshops, piles of lumber and staves. The yard was also full of combustible material, and once the flames started they spread with alarming rapidity. The paint shop was consumed in a few minutes, and soon the saw mill, drying kiln and engine room, on the north side of the paint shop, were in flames. The wind also carried the flames to the large store room filled with woodenware and other inflammable material, situat-

ed exactly west of the paint shop, and destroyed it, with the piles of lumber and staves between the various buildings. Two flat cars and a dozen box cars, standing on the tracks of the Northern railway, between the shops, were consumed, together with a quantity of lumber in rear of the paint shops. All these buildings, with their contents, were absolutely destroyed.

The stores, buildings and machinery cost, with the foundry, \$40,000. This was a total loss. The loss on the other buildings brought the sum up to nearly \$100,000, which, fortunately for the city, fell upon the insurance companies, and not upon the taxpayers. Great as was the damage to property, it is pleasant to learn that there was no harm done to life or limb. The cause of the fire was never accurately ascertained.

Stewart's flour mill, on the north-east corner of Frederick and Esplanade streets, was greatly damaged by a fire which broke out on the evening of November 18. The mill contained about 200 barrels of flour, and between 2,000 and 3,000 bushels of wheat, which were destroyed, as was all the wooden machinery, such as spouts, elevators, etc. The loss exceeded \$4,000, which was more than met by the insurance carried.

On Good Friday, April 11, 1879, what was known as the Market Elevator, on the Esplanade, almost opposite the foot of George street, was entirely consumed by fire, which broke out just before seven p.m. The whole of the fire brigade were on the ground very soon after the alarm was sounded. "For fully two hours," relates an eye-witness, "there was no abatement of the flames, although it might have been supposed that the very intensity of the fire, combined with the inflammable nature of the material it had to feed upon, would have been sufficient to burn itself out in a very short time. On the contrary, however, it blazed away fiercely until everything of a combustible nature had been consumed. The scene during the progress of the fire was profoundly impressive. Distributed around the various docks in the vicinity were a number of schooners, and these vessels afforded admirable positions for hundreds who desired to obtain a good view of the scene. \* \* \* Taken altogether, it was a weird sight—the thousands of spectators crowding vessels, wharves and houses, the exceeding brilliancy of the light giving the water in the bay a resemblance to blood, and the schooners in the harbour the appearance of phantom ships—combined to form a spectacle not readily forgotten by those who witnessed it."

There was no doubt that the fire was

caused by an incendiary. This could readily be seen from the fact that the fire was started in the upper storey, where, if unobserved for a short time, it would be utterly impossible to get it under control. The building had been unoccupied since the previous October, which was another fact pointing out design in the origin of the fire. The damage done was about \$50,000, and towards covering that amount there were policies of insurance amounting to \$20,000.

On the night of Wednesday, July 16th, the shoe factory of W. B. Hamilton, on the north side of Front street east, eight doors from Yonge street, caught fire, and, with its contents, was entirely consumed. The building, 180 feet long by 50 feet wide, was four storeys high in front and five in rear, and was insured for \$15,000. The machinery was insured for \$10,000, and the stock for \$60,000. Mr. Hamilton's loss, though, was very heavy, as he had just purchased a heavy lot of leather, etc., in anticipation of the fall trade.

A disastrous fire occurred on the morning of September 8, in the premises of Christie, Brown & Co., on the south-west corner of Duke and Frederick streets. Damage was done to the extent of \$20,000, which was more than covered by the insurance carried.

The house-furnishing store of Noah L. Piper, 169, on the east side of Yonge, three doors from Queen, was destroyed by fire very early on the morning of September 11. The loss was more than \$25,000, only \$18,000 of which was insured for.

The Grand Opera House, on the south side of Adelaide street west, between Yonge and Bay streets, fell a victim to fire very early on the morning of November 29. Mr. and Mrs. Bandmann's company were fulfilling an engagement at the time, and, with one or two exceptions, the whole of the costumes belonging to both ladies and gentlemen were destroyed, as well as the scenery and stage accessories. Bad as this was, it was nothing to the loss of human life which occurred. Robert Wright, the stage carpenter and caretaker, his wife and daughter, a child of about ten years of age, were unable to effect their escape from the burning building and were burnt to death. A man named Thomas Scott was also seriously injured, in jumping from an upper window, but eventually he recovered. The damage done was estimated at \$47,000, and the insurances reached \$42,000.

At 11.30 p.m., Thursday, May 7, 1880, a fire broke out in a block of rough-east buildings on the eastern corner of Dufferin avenue and Queen street, occupied

by Robert Moore, hotelkeeper, and T. Booth, grocer. The fire spread rapidly, and soon enveloped the Union Hall, a large wooden building to the west of Moore's. These were all quickly levelled to the ground, very little of their contents being saved. Moore was insured for \$5,800, but Booth was uninsured. The total damage exceeded \$10,000.

Another somewhat serious fire broke out on the night of May 29 in the premises of Baillie & Downey, millers, on the north side of King street west, now No. 88. The mill was not in use at the time the fire occurred, and there was no stock there, but the damage amounted to more than \$2,000.

Priddie's cabinet factory, on the north side of Duke street, was almost destroyed by fire on the night of July 23. The damage was about \$2,000; insurance \$1,200.

The stables of the Black Horse hotel on the north-east corner of Front and George streets together with a workshop and two other stables adjoining were entirely consumed by the fire which took place there on the evening of Friday, September 17th, 1880. The owners were A. Oxford, hotel proprietor, Wood, tin-smith, loss about \$2,500, and O'Connor and Davison who occupied the other stables. Oxford's loss was about \$600 and the two latter about \$250 each. No less than thirty horses were in the stables when the fire occurred all of which were safely rescued.

A very destructive fire occurred in Parkdale between three and four a.m. on September 23, 1880, causing the total destruction of a hotel, fancy goods shop, drug store, grocery, and a coal, wood and lumber yard office. The fire broke out on the ground floor of G. A. Devlin's drug store, on the north side of Queen street west, now Nos. 1502 and 1504, closely adjoining the Parkdale Hotel. The building where the fire commenced was owned and partly occupied by A. McKnight, who lost everything. G. A. Devlin lost all his stock of drugs. Mr. McBeath's coal office was entirely destroyed. H. Timms' loss, who kept the Parkdale Hotel, and owned the block in which it was situated, was a total one. It was valued at \$4,000, with a slight insurance. T. P. Worth occupied the other part of the Timms block as a fancy goods store. His furniture and stock were saved, but were greatly damaged. The total loss was about \$8,000. The insurances were as follows: Devlin's loss \$2,600, insurance \$800; McKnight, insurance \$975; T. P. Worth, insurance \$1,700; H. Timms, insurance \$2,200; McBeath, insurance \$50.

A fire occurred in the Revere block, on the south side of King, west of York



street, on Friday, December 3, by which a young woman named Nellie Edwards was so terribly burned that she only survived her rescue for a few hours. Two firemen, named respectively William Forsyth and Martin Kerr, were badly burned. The damage caused to the Revere block was not large, about \$3,000, partly insured against.

Early in the morning of Monday, March 28th, 1881, a fire broke out in the stables and driving shed occupied by Terry & Co., 136 Front street east on its northern side, which completely destroyed the buildings, and six horses stabled there were burnt to death. The total damage exceeded \$2,500. The insurance was not nearly sufficient to cover the loss.

A row of cottages on the south-west corner of Robinson and Lumley streets, four in number, were destroyed by fire on the night of April 5th; the loss was about \$1,500, and only a small insurance.

Newspaper offices have been peculiarly unfortunate in the matter of fires. On Sunday morning, April 10th, one occurred in the World office on the east side of Yonge street. Fortunately the damage done was small though a number of people had a narrow escape from being burned.

A disastrous fire occurred between 7 and 8 o'clock on the night of January 12, 1882. It originated in the premises occupied by the firm of Gillespie, Mead & Co., on the north side of Wellington, near Bay street. The firm just mentioned occupied the second, third and top storey of the building, while the first flat and basement were rented by the firm of Gillespie, Ansley & Martin, wholesale dealers in hats, caps and straw goods. Next door to the east were the premises of Houston, Foster & Co., importers of cloths. The upper portion of the building was entirely destroyed, as was the stock it contained. Gillespie, Ansley & Martin's stock was greatly damaged by water, as was also that of Houston, Foster & Co., but all three firms were fully insured.

#### FEARLESS FIREMEN FIGHTING FLAMES.

The above alliterative headline appears in one of the papers of February 2nd, 1882, above an account of the great fire by which a great portion of Hay & Co.'s furniture warehouse and manufactory on the Esplanade, at the foot of York street, were entirely destroyed. The fire was discovered at 10.40, and at 11 o'clock the roof of Hay's warehouse was in a blaze, and the fire eating slowly downward soon communicated with flames which had burst in through the side of the building. The fire gathered strength

and fury every moment, and soon attacked and consumed everything inflammable within its reach. "It appeared as if a very hell was raging on the wharf and the intense heat melted the ice for fully one hundred yards out into the bay." The quotation is from a contemporary account of the disaster, and its statements are fully borne out by all the information given by the papers of the time. The rapidity with which the flames spread over the furniture establishment of Hay & Co. is to be accounted for by the fact that not only was the structure a frame one, but in it was stored a large quantity of newly varnished furniture, besides oils and turpentine, of which a large stock was always kept on hand. Fully 10,000 people were gathered along the Esplanade in the vicinity of the fire on the streets leading to it and upon such railway trucks and steamboats as occupied a good position for sight seeing therefrom. Conger's coal yard closely adjoined Hay's factory, and in the stable were four horses, all of which were burned to death.

As regards the damage done Mr. Conger, in whose premises the fire originated, had between 3,000 and 4,000 tons of hard coal stored away which was all more or less damaged; the wharf was also partially injured. Mr. Conger's loss was about \$20,000, on which he had insurance of between \$9,000 and \$10,000 in different companies. Hay & Co.'s loss was the heaviest. It amounted to \$90,000 with insurance carried for only one-third of that amount. One fireman belonging to No. 4 section was injured by a burning brand falling on him, but happily was not long on the sick list.

The old City Flour Mills on the north-east corner of Esplanade and Frederick streets finally disappeared, "fell an easy prey to the flames," late in the evening of March 27th, 1882. It was in a dilapidated state and was only worth about \$1,500 which was a total loss.

Just forty-eight hours later on March 29th, another fire broke out on the Esplanade on the western corner of Lorne street, occupied by John Oliver & Co.'s planing mill and drying kilns, the Garden City Barter Purifier Company, the Soho foundry and the Toronto Waggon Wheel Company. The scene at the beginning was disheartening owing to the extent of the mill and the inflammatory nature of the materials contained in it. But the firemen under Richard Ardagh worked bravely to prevent its spread. The following incident happened while the fire was being fought on the east and north: A loud crash was heard on the west side of the burning pile and the vast crowd rushed madly along Esplanade street to



see what had happened. It was then discovered that the flat roof of the Soho foundry upon which were working the whole of the men of No. 2 section of the fire brigade had fallen in carrying with it the whole of the men. Nevertheless they all but miraculously escaped, only two of them receiving slight injuries.

The losses were very heavy, Oliver & Co.'s being the largest, about \$35,000. The total loss was about \$50,000, and the insurance was less than \$20,000.

On the morning of November 9th, the building, tenanted by the G. W. R. and owned by the Northern Railway Company, situated on Dock No. 5, and known as the flour and through freight shed, was burned to the ground, the contents also being all but a total loss. The property destroyed consisted of the shed, valued at \$6,000; nine flat cars, worth about \$2,000; four box cars, in value \$1,200; and all the office papers. The railway companies were fully insured. Inside the shed were stored between 1,200 and 1,500 barrels of flour belonging to different owners, Coffee & Co. being the principal ones, they having no less than 900 barrels stored there. The remainder of the contents consisted of several hundred kegs of nails, a large quantity of glass and some earthenware. Donogh, McCool & Oliver lost a large quantity of lumber, about 250,000 feet, in value about \$6,500, upon which there was an insurance of only \$3,500.

"As the clocks were striking the hour" of midnight, on January 16, 1883, the safe works of Bain, West & McLean, on the south-west corner of Front and Frederick streets, were found to be on fire. In fifteen minutes the whole building was enveloped in flames, and in an hour and a half the place was gutted. The loss was about \$25,000, and this was covered twice over by the insurances carried.

Davies & Co.'s storehouse, on the north-east corner of River and Queen street east, was very badly damaged by fire early in the morning of Sunday, February 4, 1883. The building in question was of wood, and adjoined on the north side a substantial brick malt kiln, being of the same height as the latter, which possessed three floors. On the first and third floors a door connected the kiln with the storehouse, the latter being filled with enormous wooden bins, in which were several thousand bushels of barley in steep. The greater part of the interior of this building was destroyed, as well as the contents. The total loss was about \$35,000, there being insurance towards this of \$21,000.

At an early hour in the morning of February 8th, the Royal Opera House, on the south side of King street west,

about half way between Bay and York streets, was destroyed by fire. The flames were first discovered about 5 o'clock a.m., and by seven nothing remained of the building but a few yards of smoke-blackened wall. The opera house stood on the site of the old Royal Lyceum, destroyed by fire in January, 1874. A new building was at once commenced, and opened to the public only nine months later, on September 14. The cost of the Royal Opera House, when completed, was \$64,500. Additions had been made to the value of \$8,400, and the properties, etc., brought the total value up to about \$80,000. The insurance was only for \$15,500, consequently the lessee's loss was very heavy.

About 5.30 p.m., on November 20th, the woodenware factory of T. C. Brandon & Co., in the north part of the Central Prison yard, was found to be on fire in the rooms adjacent to the engine house. The firemen worked with a will, but not until hours had elapsed were the flames under control. The loss was estimated at \$40,000, of which \$15,000 was on the building, which belonged to the Government. The latter were insured for \$19,000, Brandon & Co. for \$6,000.

The complete destruction by fire of Erskine Presbyterian Church, on the north side of Caer-Howell street, facing the end of Simcoe street, occurred on the afternoon of Sunday, January 20th, 1884. When the flames were first discovered the Sunday school had not been dismissed, and it was only owing to the presence of mind displayed by the teachers that a panic was averted. However, everyone got out of the building safely, and none were injured. The flames spread rapidly, and by 6 o'clock of Erskine Church nothing but smouldering ruins remained.

The pulpit, Bible, a few cushions and the organ and piano used in the lecture room were saved, but the grand organ and the small one used in the Sunday school were destroyed. The Sunday school library contained over 1,000 volumes, which were all destroyed.

Erskine church was opened for service on the third Sunday in September, 1878. It cost \$29,000 and was able to seat 950 people. It was built of white brick with cut stone facings in the modern Gothic styles of architecture. On the south-east corner was a square tower 135 feet high, which was a very prominent feature in the scenery of the neighbourhood. There were five entrances in the front of the building, so had the fire occurred during either morning or evening service the congregation could have both quickly and easily made its way into the street. There was insurance of \$20,000 on the building, consequently the

congregation were soon able to build themselves another church.

The destruction of Adamson & Chapman's grain elevators on the Esplanade at the foot of West Market street occurred at 7 o'clock on the evening of January 31. The fire broke out in Adamson's building, which was at the extreme end of a long wharf. On the west, and quite close to it, but on another wharf, stood Chapman's elevator, while on the end of a wharf on the east of it was L. Yorke's steam stone works. The firemen worked hard, hoping to prevent the fire extending to Chapman's, which it unfortunately did owing to the water supply being insufficient and eventually reached Yorke's stone yard.

Adamson's and also Chapman's buildings were entirely destroyed. At the time of the fire the former contained 145,000 bushels of grain, of which 100,000 bushels were of wheat, the rest being composed of oats, peas and barley. In Chapman's elevator about 25,000 bushels of grain were stored, valued at about \$27,000. The grain in this building was principally owned by a Mr. Sproule; that in Adamson's by the following: A. V. Delaporte, 40,000 bushels; Taylor & Oates, 35,000 bushels; Crane & Baird, 25,000 bushels; J. B. McKay & Co., 2,000 bushels; James Goodall, 4,000 bushels; Mr. Slater, 2,000 bushels.

The total losses in this fire reached \$62,000, and the insurances on buildings, grain and plant generally only amounted to \$31,000. Mr. Adamson was the heaviest loser. Mr. Chapman was wholly covered by insurance.

The same night a fire occurred at 98 Lumley street, destroying the bakery of Mr. Hall and an adjacent stable. A horse stabled therein was burnt to death, and the bake house and its contents were wholly destroyed. The damage amounted to \$3,500; partly covered by an insurance policy for \$1,200.

The great soap works at the Don of Morrison, Taylor & Co., of 77 Front street east, on the north side, near West Market street, were found to be on fire on the evening of February 12th. The works were situated directly on the banks of the Don, on the north side of Front, east of Beachell street. They were absolutely and entirely consumed. The loss exceeded \$70,000. The amount of insurance was a little over \$40,000.

Queen's Birthday was duly celebrated in Toronto in 1884, by none more diligently than the proprietors of the Daily Mail, for they, not content with the fireworks provided by public caterers, had a bonfire all to themselves. About 9.30 a.m. fire was discovered in the paper room, in the basement of the building,

immediately under the offices tenanted by the New York Assurance Company. The flames met little to feed upon until they reached the top flat, the northern portion of which was occupied by the Mail as a composing room and the southern portion by the Bell Telephone Company. In the Telephone Company's premises at the time were six young women, who had some little difficulty eventually in effecting their escape from the burning building. All were saved, though, and happily no accident either to life or limb was the result of this fire. The damage done was principally in the premises occupied by the Telephone Company. It was estimated at \$20,000, and was fully covered by insurance. Many of those who occupied offices in the Mail building had their property injured by water or smoke, but in a week's time those injuries were fully repaired.

At 12.25 on the morning of Monday, Aug. 3, 1885, one of the worst fires that ever occurred in the history of Toronto broke out in the large brick building on the Esplanade, at the foot of Frederick street, known as the Grape Sugar Refinery. In ten minutes from the time the alarm was given the whole of the grape sugar building was a mass of flames. The heat was intense, and it was impossible for the firemen to approach the factory, and even if they could, all the water they could have poured on the building would have been useless. The fire continued to spread, and in a few moments the schooner Annie Mulvey, lying in a slip alongside the factory, was burned to the water's edge, William McCallum, one of her crew, being badly injured. Saulter's, Evans', S. R. Heakes' and Gunsell's boat houses were next destroyed. Elias Rogers' coal wharf with its piles of lumber, Polson & Co.'s engine and boiler works, the Currie boiler works, Williams' and Renardson's boat house and Graham's ice house came next, and with them were burned the schooners Mary Ann and Madeline. Further west were Polson & Co.'s machine shops, Steele Bros.' stables, Adamson's plaster shop, Chapman & Co.'s buildings and Sylvester's elevators. These all perished. Besides these buildings the following vessels were destroyed; a list is given with their value: Steamer Mazepa, \$9,000; steamer Annie Craig, \$4,000; steamer Ontario, \$8,000; steamer Theresa, \$5,000; schooner Annie Mulvey, \$4,000; schooner Madeline, \$1,000; yacht Minden, \$500; yacht Veronica, \$2,000; yacht Flight, \$1,000; yacht New Yacht, \$3,500.

The total loss was estimated at about \$650,000, and the insurance, distributed



among twenty-seven different companies, amounted to \$181,799.

Among the losers were the following: William Polson & Co., boilermakers, \$60,000; J. R. Bailey & Co., coal docks, \$80,000; Wilson & Sons, scale works, \$25,000; Crane & Co., coal docks, \$6,000; James A. Warin, boathouse, \$5,000; Elias Rogers, coal wharf, \$1,500; Saulters' boathouse, \$1,000; Thomas Poole, machinist, \$1,000; and many smaller ones.

with the machinery and stock. There was fortunately no loss of life or injury to anyone.

On April 1, 1886, a second fire broke out in the Mail building and again in that part of it occupied by the Bell Telephone Company. The damage done to the Mail Printing Company's property was under \$15,000, but the Telephone Company suffered to the extent of \$20,000. In both cases the losses were fully covered by insurance.

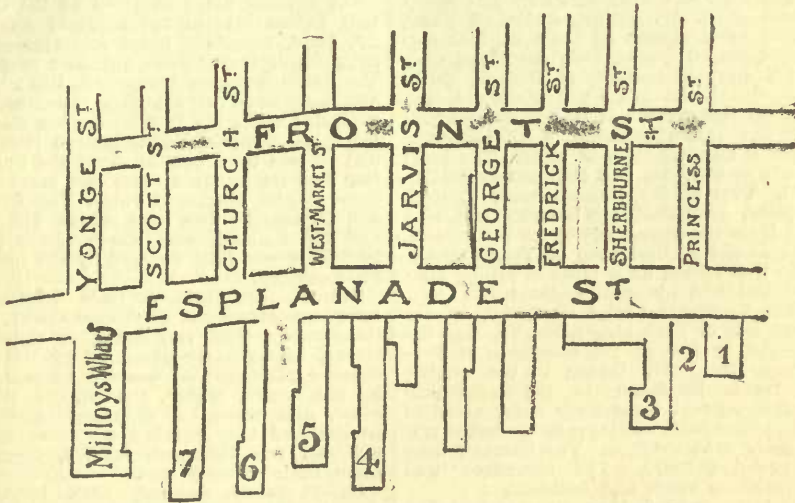


DIAGRAM OF THE ESPLANADE FIRE, SHOWING PLACES BURNED.

The following numbers, corresponding with those on the plan, show the principal wharves and elevators destroyed:

1, Glucose factory, where the fire started; 2, vacant space, where the schooner Ann Mulvey was moored; 3, Elias Rogers & Co.'s wharf; 4, Taylor's wharf and elevator; 5, Adamson's wharf and elevator; 6, wharf and elevator, owned by Sylvester Bros. & Hickman; 7, Church street wharf and Bailey & Co.'s coal yards.

Henry Wort, the watchman in the sugar refinery, was unable to make his escape from the building, and was burned to death. He was a pensioner, having served in the 44th Regiment, both in the Chinese and Russian wars.

Another terrible fire occurred at Morrison & Taylor's soap factory on the Don on the night of December 8, whereby damage was done to the extent of \$42,000. It was, though, more than covered by the amount of insurance carried. In less than an hour the building, which had only been put up about two years previously, was all but destroyed, together

ed by insurance.

On May 22, for the third time in less than two years, fire again broke out in the Mail building. This time it was in the job printing department. The fire originated in the rooms occupied by Alexander & Cable, lithographers, and from there worked its way downward to the composing room of the Mail job office, and beneath that to their job office and press room and upwards to the editorial floor, and still higher to the composing room of the Mail.

The Mail's loss on this occasion was very severe, a great quantity of new type being destroyed, and Alexander & Cable's loss was also severe, about \$10,000. In both cases the losers were fully protected by the insurance carried.

Firstbrook Bros. box factory, 273 King street east, on the south side, east of Berkeley street, was, with its contents, entirely destroyed on the morning of Friday, June 11. The loss exceeded \$18,000, and the insurance on the factory and its contents was about \$14,500.

A disastrous fire broke out about 3



o'clock a. m., on September 24th, in the premises to the rear of Davidson & Hay, wholesale grocers and liquor dealers, 36 Yonge street, on the western side north of Wellington street. The front building was not very seriously injured, but the stock was to the extent of many thousands of dollars variously estimated in amount from \$75,000 to \$100,000. There was insurance to the extent of \$71,000 in ten different companies.

The wholesale drug and chemical warehouse of R. W. Elliott & Co., 3 Front street east, almost on the southeast corner of Yonge, was entirely destroyed very early in the morning of October 20th. The fire broke out at 3 o'clock a. m., and by five o'clock it was under control, but the entire contents of the building were a burning heap of ruins. The total loss was \$71,835, and the insurance \$79,000. Two of the firemen were injured, namely, John Fallon of Court street, who fell from the second storey to the ground, and James J. Creighton of Yonge street, who was struck by a piece of falling timber and had his arm dislocated.

The Crompton Corset Company, on the west side of York street, No. 78, was destroyed by fire on the afternoon of February 5th, 1887. Owing to the number of frame buildings in the immediate vicinity, great fears were entertained of an extensive conflagration, but this happily was averted. The damage done exceeded \$11,000. The insurance was \$57,000 on stock and building.

For the second time fire visited the factory of Lamb & Co., glue and blacking manufacturers, at the head of Sumach street, on the morning of Sunday, May 20th, 1888. The centre building containing a large amount of machinery for making sand-paper, blacking, etc., was entirely destroyed, and great damage was done to the stock. The total loss exceeded \$30,000, and the amount of insurance was only \$12,000, less than half the amount of loss.

Hewitt & Harvey's box factory, on the north side of Britain street, took fire shortly after noon on June 5th, and it spread with such rapidity that in five minutes the entire building was enveloped in flames. In a few minutes the fire spread to Pease & Co.'s furnace factory, 151 to 155, on the south side of Queen street east. The firemen worked well, but, despite their efforts, the fire spread to Martin Bros.' carriage factory, adjoining Pease & Co.'s. Within half an hour that building was destroyed, as well as one occupied by J. W. Hine as a horse shoeing shop. Pease & Co. had \$20,000 of stock on hand, half of which was destroyed. The loss was covered by insurance. The damage to the building owned

by Taylor Bros., of West Market and Colborne streets, amounted to about \$2,000. Martin Bros.' loss was \$6,000, and they were insured for \$3,000. The buildings, worth \$4,000, were a total loss. Hewitt & Harvey's loss amounted to about \$5,000, while that of J. W. Hine, who was not insured, reached \$400. "The origin of the fire is unknown." That was the report of all the papers on the next day.

Yet another blaze occurred at the Central Prison late in the night of August 29, 1888, when the paint and storeroom caught fire from "some unknown cause." The building was a frame one, 100 x 50, and was filled with highly inflammable material belonging to the Brandon Manufacturing Company. This burned fiercely and in less than half an hour the building and its contents were a mass of charred and blackened ruins. The Brandon Company's loss was about \$12,000 and the building was worth about \$1,500. This was fully covered by the insurance carried.

Samuel, Benjamin & Co.'s wholesale hardware store, No. 58 Yonge street, on its western side, just south of Melinda street, was greatly damaged by fire on October 23. Great as was the harm done by the flames, water, though, did much more, and when the damages came to be assessed they reached no less than \$75,000. The insurance carried, though, more than covered this.

On Thursday, January 18th, 1889, a very bad blaze occurred at Messrs. Cousineau's store, 7 and 9 King street east, on the south side, just east of Yonge. The damage to the building was covered by a few hundred dollars, but the stock was almost destroyed by fire, water, smoke and cinders. The insurance carried, though, was more than sufficient to fully cover the loss, which reached the sum of \$18,042.

The well known chair factory of Hess & Co., situated on the west side of Strachan avenue, close to Wellington avenue, was destroyed on the night of March 20, 1889. The factory stood on a triangular piece of land, the base of which rested on Strachan avenue, while on the south side ran the G.T.R. track. On the north side were Inglis & Hunter's shops and the grounds of the Central Prison. At the point of the triangle a railway track entered the grounds so as to ship the stock more easily. Standing there at the time the fire occurred were several box cars. These caught fire and were a total loss. With the exception of the engine house, the building was of wood. The engine and boiler room was of brick, and stood at the eastern end of the building. A new engine cost-

ing \$1,600 had only been placed there the previous autumn and this was entirely destroyed as a matter of course. The fire broke out at 9.20, and by 11 o'clock there was nothing left of the entire building and its contents but blackened walls and charred timbers. The loss reached \$55,250, and the insurance \$42,500. The cause of the fire was never clearly ascertained but some thought it was the result of spontaneous combustion.

The lead and colour works of A. G. Peuchen, on the north-west corner of Front and Princess streets was very badly injured in the basement and first storey by a fire which broke out there on the night of October 5th, 1889. Much more damage though resulted from water but heavy as was the loss, nearly \$15,000, it was met by the amount of insurance.

Another big fire broke out on the night of November 29th in what is known as the Truth building, on the south side of Adelaide, a little to the west of Bay street. The various occupants were: Truth Publishing Company, Auxiliary Publishing Company, Ladies' Journal, S. F. and C. A. Wilson, Orange Sentinel, J. S. Williams, J. T. Reid, W. W. Wells, Joseph Moore, Toronto Paper Box Company, Churchill & Co., yeast manufacturers; G. T. Pendrith, machinist, and S. Crawford & Co., stamping. The Truth building was the home of a number of publishing firms and other industries. Among these the chief sufferers were Churchill & Co., J. S. Williams, Joseph Moore and the Truth Publishing Company. The building was destroyed so far as the interior was concerned at the back, but no great amount of damage was done in the front. The loss to the various occupants of the premises exceeded \$14,000, which, most fortunately for them, was fully covered by the insurance carried.

Valentine's day, 1890, will ever be a memorable one in Toronto's history, for on the evening of that day fire broke out in the University building, in the Queen's Park, which in a few hours reduced that noble building to a heap of ruins. It was the day on which the annual conversation was to be held, and many of the rooms and corridors were gaily decorated in honour of the event. The cause of the fire was the upsetting of a lamp in one of the corridors; it broke and the oil caught fire, which spread with amazing rapidity. Up the stairway shot the flames, into the reading rooms, into the library, to convocation hall, to the senate chamber, nothing was spared. The fire broke out in the east end of the building, and only a portion of the south-

western wing was saved. "It was a sad sight," said a paper of the time, "to see the once handsome building, the great seat of learning for this province, a mass of cold, hard, cracked walls and smoking embers, and many of the old students, now professional men in the city, turned sadly homeward after viewing the destruction of their beloved alma mater."

The library, with the exception of 100 volumes saved by the assistant librarian Mr. Brebner, consisted of about 33,000 books and was an absolute loss. Four large volumes of Audubon's birds of America, of which there are only known to be four other copies on this continent, were among the volumes which perished. They were valued at \$1,500, and the total value of the library was about \$100,000.

The total loss by the University fire reached the appalling total of \$363,706, with no greater insurance than \$150,000. Recently one of the professors of Varsity was asked to give some particulars of the great fire. He declined, and quoted for his reason a portion of the opening lines of the second book of the Aeneid, "*Jubes renovare delorum \* \* quaeque ipse miserrima vidi*," "Thou enjoinest me to renew an unutterable grief which I myself have witnessed (experienced)." Seldom has a wittier reply been given.

Exactly one week elapsed and another great fire occurred in the city in the premises occupied by the Gendron Manufacturing Company, on the south side of Wellington, just west of Yonge street. The flames, driven by the wind, extended to the east, and greatly damaged the premises of White & Petter, dealers in lace and fancy goods. The fire originated in the upper storey of Gendron's, and by the strenuous exertions of the firemen it was confined almost wholly to the storey in which it commenced. The damage done to the buildings reached about \$5,000, to the stock about \$4,000. The insurance was ample.

A month elapsed, and again on a Friday, on March 21, a fire broke out in the premises of the Brush Corset Company, on the north side of Adelaide, east of Bay street. The fire began at a few minutes before 8 p.m. For a short time it was feared that it would extend both east and west, but the firemen succeeded in confining its ravages to the point where it broke out. The loss, which was covered three times over by the insurance carried, amounted to \$13,909.

Some months passed away, and once more on a Friday was there another big blaze, the lumber yard and planing mills of Scott & Cross, on the north side of Hayter street, together with two small cottages, being greatly damaged by fire.



The amount of the loss was \$16,162, and the insurance only reached \$11,000.

The premises occupied by the Dominion Plate Glass Company, No. 57 Victoria street, on the eastern side, were seriously damaged by fire on the evening of January 14, 1891. The loss reached nearly \$12,000, more from water than the flames, though, and the insurance was \$85,000, so as far as the Glass Company was concerned the interruption caused to trade was the worst part of the business.

About 10.30 on the night of April 9, 1891, the piano factory of Heintzman & Co., on the south side of King, just east of the Rossin House, Goldstein & Co.'s cigar store, and Quinn's shirt warehouse were all greatly damaged by a fire which was supposed to have broken out on the premises of Goldstein & Co. The loss amounted in all to about \$32,000, and each of the three firms whose premises and stock were injured either by fire or water were fully protected by insurance.

A. Dorenwend occupied No. 103 Yonge street as a dealer in hair and fancy goods, and had his place almost ruined by fire and water on the morning of May 18. The premises were on the eastern side of the street, three or four doors south of Adelaide street, and when the fire broke out it was greatly feared the flames would extend to the adjoining premises. They were checked in time, though the damage amounted to more than \$13,000; the insurance was \$20,000.

The last day of 1891 witnessed a very bad fire at the carpet warehouse of J. G. Foster & Co., on the north side of Colborne street, east of Leader Lane. The warehouse was not much injured, but the stock was to the extent of nearly \$50,000. The insurance carried was ample.

The stables of the Verral Livery Company, on 61 York street, were destroyed on January 11th, 1892, by a fire which broke out there in the evening of that day. Not only were the stables destroyed, but of five horses, which were there at the time, three were burnt to death. The total loss reached \$13,500; the insurance exceeded \$18,000.

A large three-storey brick factory, on the north side of Richmond, east of York street, owned by William Kidd was, on the night of March 15, 1892, discovered to be in flames in the upper storey. The firemen worked with a will, but with all their exertions the stock of A. J. Gilmore, cabinet maker, and Watts & McMahon, picture framers, was entirely destroyed. Those two firms occupied the premises where the fire originated. In other parts of the premises the damage caused was more from smoke than anything else, but there the harm was, no

matter what the cause. The loss was nearly \$7,000, fully insured.

James McIntosh's flour and feed store, 109 Front street, east of Jarvis on the south side, was gutted in the early morning of Sunday, April 10th. The damage reached \$13,800, and the insurance slightly exceeded that amount.

The seven-storey warehouse, part of which was occupied by James Skinner as a wholesale crockery dealer at 56 Wellington street, on the north side, west of Mincing lane, was very badly injured by a fire that broke out on the evening of May 19th. The loss was variously estimated, but whatever it was—one paper puts it at \$26,000—it was quite covered by insurance.

The Morse Soap Company's factory, 531 Front street, on the south side, east of Beachell street, was very badly damaged by a fire taking place there on Aug. 11th at 10 p.m. The loss was about \$7,700, covered fortunately by insurance.

The American Rattan Company's big factory on the south-east corner of Niagara and Tecumseth streets was discovered to be in flames early in the morning of August 26. By the hard work of the fire brigade the flames did not extend further than the three upper floors, but a magnificent display of goods, which the company had prepared for the Toronto Industrial Fair was entirely destroyed. The machinery, being in the ground floor, was uninjured. The loss exceeded \$16,000, the insurance \$21,000.

A fire which broke out early in the morning of September 8, at Tushingham & Sons, 102 Adelaide street, west of Sheppard street, did damage to the extent of \$25,000. The owners of the building lost \$10,000, and were not insured. W. P. Smith, wood turner; F. H. Boehler, tinsmith; Grant, bamboo manufacturer, lost \$5,000, \$3,000 and \$3,000 respectively. The first of these was fully insured, the second only partly, and the third not at all. There were at least half a dozen other losers, varying in amount from \$150 to \$1,500.

"The hottest fire in years." Such was the description given of the great blaze which occurred shortly after noon on Wednesday, December 14, 1892. The scene of the fire was a five-storey brick warehouse, in Pearl, immediately in rear of Bay and King streets, owned by Geo. Proctor, of the Bay Tree Hotel, and occupied by, in the basement, Aylesbury Dairy Company; on the first floor, John M. French, oil and paint factory; Schaefer's cigar shops on the second, and the American Watch Case Company's premises on the third.

The building, erected in 1887, was gutted, the tenants losing their entire stock



and machinery, and as much damage was done in an hour as in any fire that had visited Toronto for years. The loss was about \$30,000, the heaviest being that of the American Watch Company. The amount of insurance did not cover any single firm's loss. No less than thirteen different insurance companies were affected.

Yet another fire occurred at the Central Prison on Saturday, March 4, 1893, in a two storey brick workshop. The building was full of manufactured articles and contained much valuable machinery. The premises were valued at no less than \$25,000, the damage done to them amounting to nearly \$7,000. The loss on the contents of the building and on the expensive machinery was almost equal to the total value put upon both, \$18,000. The fire was "accidental," that is if using defective pulleys that caused sufficient friction to make the premises ignite could be considered as exercising necessary care and judgment in protecting the building.

About 9 o'clock on the evening of April 10, 1894, the great blind factory of A. R. McKinley & Co., on the south side of St. Alban street, burst into flames, the latter proceeding from one of the paint shops. The building was a frame one to a great extent and its contents were of the most inflammable nature. Great flames of fire shot high up into the air and the light could be seen plainly as far east as the Kingston Road. The loss amounted to almost \$9,300; towards this the insurance policies held by the firm reached \$6,500, leaving a net loss of \$2,800, besides loss of trade and employees being thrown out of work. The cause of the fire was attributed to spontaneous combustion.

Sunday, April 16th, less than a week after the fire just recorded took place, saw another fearful fire in Toronto. It was on the extensive premises of James Robertson & Co., 265 to 283 King street, on its southern side, west of Dorset, and extending almost to John street. The firm were saw and lead manufacturers, the place being known as the Dominion works. The firemen, under Richard Ardagh, worked, as they always do, with unceasing energy, but, despite all their efforts, the building was all but destroyed, with the greater portion of its contents. The loss on the building and contents was nearly \$69,000, happily for Messrs. Robertson, fully covered by insurance. The cause of this fire was the same as that at McKinley's, spontaneous combustion.

The stained glass works of James McCausland & Son, at the back of 72 and 76 King street, on the north side, about

150 yards to the west of Bay street, were badly damaged by a fire of incendiary origin on Monday, May 8th. The loss on building and contents was \$14,500, and the insurance was \$32,000.

Rolph, Smith & Co., the lithographers, of 51 Wellington, just west of Bay street, on the south side, suffered greatly by a fire which broke out in their shops on Friday, August 25th. The cause was attributed, in this case also, to spontaneous combustion. The damage done amounted to \$16,945. Insured for \$49,000.

With only two exceptions the year 1894 was free from any very disastrous fires. One broke out on January 7th on the north side of Queen street, just west of Manning, No. 700, owned by the Land Security Company and occupied as a clothing store by Mrs. Cohen, doing damage to the store of about \$600, fully insured, and to the stock \$3,600. This latter loss was exactly covered by the insurance policy. Four days later another blaze took place at the United Service Clothing Company's premises, 97 King street east, when the loss was \$1,000. This fire was caused by the ignition of the Christmas decorations remaining in the window. There was ample insurance.

On Wednesday, February 7th, a small fire occurred at 89 King street east, occupied by Messrs. H. & C. Blachford as a shoe store and by Mrs. Caswell and others as a dwelling. The damage done was about \$700 in all, but Mrs. Caswell was severely burned in escaping from the flames.

Friday, May 11, witnessed the first big fire of the year, when the two storey frame factory owned by W. Rankin, on the north-east corner of Dundas street and Sheridan avenue, occupied by the E. R. Burns' Jam Company was totally destroyed. The stores of Mallon & Woods and John Pearson, closely adjacent, were also damaged, as was McConnell's tavern. The losses were: Rankin, \$6,620; Burns, \$2,000; the others \$82, \$151 and \$540 respectively. In Rankin's case the insurance carried was only \$3,310, in Burns' \$1,500, so the loss of the former's was a very heavy one. The rest were all fully protected. The cause of the fire was incendiary.

On the afternoon of Sunday, August 19, the premises occupied by W. N. Ferguson, J. H. Ames and Joseph Bunker, on the north-east corner of Bay and Melinda streets, were completely gutted by a fire which occurred. The building was a roughcast frame one, belonging to John Goodhall, and the loss, \$1,500, was just equalled by the insurance. Ferguson, Ames and Bunker lost \$700, \$1,451 and \$250 respectively. They were all three fully insured.

The old Small-pox Hospital, Broadview avenue, on the western side, adjoining Riverside Park, owned by the city, was, by order of the authorities, destroyed by burning on Tuesday, September 25.

The second great fire of the year occurred at 6 o'clock on the morning of Sunday, October 28, in the three storey brick building owned and occupied by Withrow & Hillock, on the south-west corner of Queen and George streets. The building was gutted and damage done to the amount of nearly \$7,000, though the insurance was ample, more than \$12,700. The premises were occupied as planing mills, etc., and there was a large lumber yard in the rear. The fire, which was attributed to incendiarianism, broke out in the moulding shop in rear of the main building. One of the firemen, Alfred Everist, driver of hose section, No. 5, was very badly injured by a falling beam, it being five weeks before he could return to duty.

Two days later, at a paltry little blaze at the back of 75 Adelaide street west, the deputy chief of the brigade, Thomas Graham, was also injured by falling into a pit. He was laid by for some days.

A fire, which did damage to the extent of \$4,500, occurred at 25 Front street west on December 11. The premises were owned by Miss Staunton and occupied by McLean & Co., shoe dealers, the Fringe and Tassel Company, Charles Mitchell & Co., and Cuthbertson & Co., both fancy goods dealers. Fire did far less harm than water, but except the Fringe Company, everyone was fully insured.

About 2.45 a. m. on Sunday, January 6th, 1895, Michael McQuade, one of the Holmes Electric Protection Company's watchmen, discovered fire in the premises of the Globe, Yonge and Melinda streets. He was making the round of the building when, on opening the door of the boiler room, he was met by a cloud of smoke. He immediately turned in an alarm, but before the reels arrived the flames had gathered such headway that in twenty minutes they had crawled from the basement to the roof, and the dome of the tower tumbled into the streets.

The first building to catch fire from the Globe conflagration was Harry Webb's restaurant on the north corner of Melinda and Yonge, directly opposite. This large three storey brick structure was soon enveloped in flames. The Brough Printing Company, on Jordan street, and Nicholas Rooney's wholesale dry goods house on Yonge street were the next to suffer.

In quick succession followed the Toronto Lithographing Company's premises in the west end of the Globe build-

ing. Jordan street proved so narrow as to be no barrier to the all-devouring element. Across it leaped, and the new warehouse of S. F. McKinnon Co., on the west side, was the next to go.

In a few moments after the outbreak of the fire the entire Globe building from cellar to roof was a mass of hissing, seething fire. The two elevator shafts on either side of the wooden stairway in the centre of the building made an excellent draught for the flames, and they were sucked up to every floor with instantaneous rapidity. As they ate up the woodwork the heavy machinery on the various floors soon broke them down, one after another, with a series of terrific crashes, until the entire contents of the building were hurled into the basement in one inextricable and confused mass. The roof then fell upon the debris, and the weak walls of the structure were all that remained.

Then the upper portion of the wall on Melinda street began to cant outwards, and, in a moment, came tumbling to the street, throwing volumes of sparks high over the surrounding buildings.

The Globe had two Bullock presses, eight type setting machines, weighing from 2,500 to 3,000 pounds each, and a complete outfit for the conduct of a large newspaper. All this was lost, except records, which were recovered from the vault.

The Toronto Lithographing Company, which occupied two flats of this building, lost a large stock of presses, valuable stones and all the tools, samples and engravings of its artists and workmen.

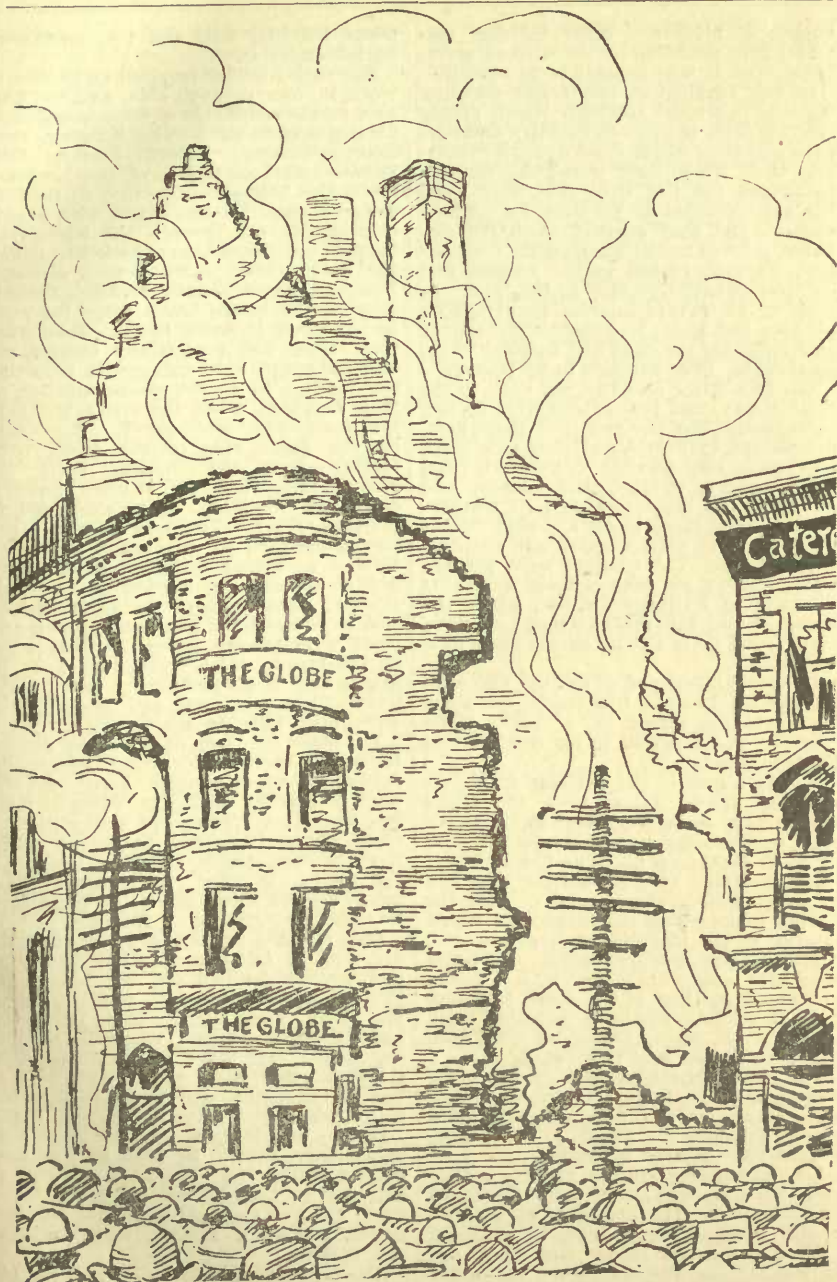
The building was first occupied by the Globe in 1890, the improvements costing \$70,000 and the entire building \$90,000.

The heavy wind drove the flames across upon Harry Webb's restaurant, north-west corner of Yonge and Melinda. They soon ate their way through the roof and found an easy prey in the interior, which, in a short space of time, was entirely consumed, with all its silverware and valuable furnishings.

The veering wind caught a mass of flame and bent it down upon the roof of Nicholas Rooney's dry goods establishment, just south of and adjacent to the Globe building. The building was filled with valuable and inflammable goods, and they soon were eaten up in the general conflagration. Not a vestige of the inside of this building remained.

Simultaneously with the ignition of Harry Webb's restaurant, the fire communicated to the Brough Printing Company's establishment, being communicated by blazing embers falling upon the roof from the top of the Globe building. Great





DESTRUCTION OF THE GLOBE BUILDING, S. W. COR. YONGE AND MELINDA STS.—1895.



masses of brick and other building material kept tumbling on the doomed warehouse, and it was impossible to save it.

In the burning of this latter building occurred a serious incident, which nearly cost the lives of Firemen Smedley and Forsyth and from which Chief Ardagh eventually died. These three were going through to attack the fire from that side when the chief decided to go back for a hose branch, and they started down the elevator, only to meet flames on the floor below. Forsyth rushed to the window and dropped twenty-five feet to the laue. In spite of his severe injuries from cuts on his face and head, he immediately sought assistance for the chief and Smedley, who, he thought, were hemmed in by flames.

The two latter men had run back to the third storey, and found themselves at bay in earnest. The fire scorched their hair, beards and eyebrows, and they saw there was only one possible chance for life. Chief Ardagh weighed 225 pounds, and forty feet is a big drop even for a featherweight. They shook hands and said "Good-bye," then the chief dropped and Smedley followed him. The chances were greatly against them, but both of them were able to crawl to Wellington street, where the squad of men Forsyth had sent to relieve them found them sitting on the steps of a warehouse.

The chief attempted to get up, and with difficulty did so; he was sent to his home in Sherbourne street in a hack, while Smedley was removed to his residence on Nassau street.

A sudden gust of the variable wind carried the fierce flames from the Globe building across Jordan street to the handsome seven-storey warehouse just erected by S. F. McKinnon Co. The fire struck it like a lightning bolt, pierced the roof, and in an incredibly short space of time the licking tongues had enwrapped the whole interior of the magnificent structure.

The roof and windows fell in, and floors soon bent and went down with a crash, and small portions of the walls followed. Only three days earlier a valuable stock from the old store, valued at \$125,000, had been moved into this building.

The rear of Michie & Co.'s grocery store was damaged, a large plate glass window being broken, as well as other windows in the establishment. About \$1,000 worth of teas were injured by water.

All the buildings in the vicinity suffered in the same way, some being blackened and blistered. The skylights of the Os-goodby building were cracked by the heat.

When the aerial ladder was being put in position on Melinda street the order to erect it was countermanded. At five minutes past three o'clock, when the gang of men were removing it, the wall of the

Globe building fell, and two men were buried under it.

The aerial ladder required eight men to work it, four on each side, and the four men on the south side of the truck, immediately next to the burning building, were Robert Bowrey, Robert Foster, John Brown and John Hart, of the Lombard street fire hall. Bowrey stood on the ladder as it rose. He was armed with a pair of pliers to cut through the wires that hung in a network along the front. Before the ladder had reached that altitude, Foreman Frank Smith realized that it was located in too hot a place for work and ordered it down again. This order was safely and successfully carried out and the squad were engaged in adjusting the ladders in a ship-shape manner on their carriage, when the bricks began to fall from the roof above. The men on the north side of the truck were further from the building than the others, and when the firemen gave a shout of warning they succeeded in jumping clear. The men on the other side attempted to go around the truck instead of diving under it. Before they got clear a large section of the wall tumbled upon part of the aerial ladder and imprisoned the four men. Brown and Hart were thrown under the framework of the truck, which broke the fall of bricks and in all probability saved their lives. They were cut and bruised, but were still able to remain on duty.

The other four men of the squad rushed to rescue their imprisoned comrades. Seldom—never—has there been done a deed of greater daring in Toronto than was done then. The ruined wall still tottered above them and they took their lives in their hands. Did they hesitate? Not they! Quickly their experienced hands cleared away enough of the debris to permit of getting at the men.

Foster was next to Bowrey on the ladder, and in addition to many bad cuts and bruises he had one leg broken in two places. Bowrey was streaming with blood from many wounds, and groaned with anguish as his comrades laid him tenderly on the sidewalk. Both men were taken to the General Hospital, and at 10 minutes to 6 o'clock Sunday morning Bowrey died.

Bowrey would have been 25 years old on January 18th. In 1886 he was appointed driver in the Lombard street hall and in 1890 he was appointed fireman. He was engaged to be married. He leaves, besides a mother, three brothers and a sister.

His injuries consisted of fractures of the left thigh and right forearm and severe wounds to the face, scalp, left hand and left ankle.

The funeral took place from his former residence, 254 Parliament street, on January 8th, to St. James' cemetery, at 3.30 p.m.

Just as the fire in the McKinnon block was getting nicely under way, when several of the brigade were playing on the Jordan street end of the Globe building, a stone fell from the cornice and struck Henry Saunders, of No. 2 hook and ladder.

Examination showed that he had sustained a bad smashing of the bones of the left leg and ankle. He was put under chloroform to reduce the fracture, and it is pleasing to say eventually recovered.

The following is a list of losses and insurance:

	Loss	Insurance
Globe Printing Co.....	\$140,000	\$ 94,150
Toronto Litho. Co.....	120,000	65,000
N. Rooney, dry goods...	60,000	55,000
S.F. McKinnon, millinery	220,000	120,000
Brough Printing Co. ....	24,000	13,500
Harry Webb, restaurant	17,000	21,000
A. Manning, building...	10,000	20,000
Dr. Abbott, building....	2,500	4,000
Millar & Richard, type..	1,000	30,000
Haworth Belting Co. ....	25,000	25,000
Michie & Co., grocers...	1,000	in full
Benham Silver Co. ....	700	in full
Smaller firms, say .....	5,000	in full
	\$715,200	\$494,850

Chief Richard Ardagh died on January 27th from the effect of his injuries. An account of his funeral is given in the preceding chapter.

At 7 o'clock on the evening of January 10th, the caretaker of the Osgoodby building, on Melinda street, was sitting talking to Annie Thompson, who was nursing his wife, a sufferer from heart disease. The first indication of fire that he noticed was a thin line of smoke that came into the room through the crevices around the door.

Out he went into the corridor, but the smoke drove him back, half suffocated. Again he tried it and succeeded in reaching the elevator which he endeavoured to raise, but which did not seem to work right. Slowly he groped his way back to his apartments, realizing that all escape was cut off from the interior ways of egress.

He and the nurse took the sick woman out of bed and all three climbed out on the window sill and shouted fire.

Private Nightwatchman James Chambers was closing an open door in a lane just across Melinda street. The screams attracted his attention and he ran out into the street and saw flames flashing from the top storey of the Osgoodby building. He ran immediately to box 12

on Bay street and turned in the alarm, and in a few minutes the reels began arriving.

Thousands of people were on their way home from business when the great conflagration cast its fearful reflection into the skies. It was only a matter of a few minutes till the crowds blocked the streets in every direction.

Caretaker Caven left the window sill and went and shut the door of the room to keep back the smoke. Then he appeared again at the window.

There was no fire escape in the building, and the only way out was the one they chose.

The two women were terribly frightened, and it was with much trouble they were prevailed upon not to cast themselves into the street.

The life-saving net came from the Lombard street hall, and hundreds of willing hands held it under the window.

Mrs. Caven leaped into mid-air, and fell upon the network of wires that stretched their icy length below her. There she hung for perhaps ten seconds before she fell into the net, turning over and over.

Wrapped in a rug she was carried into the Crown Hotel and laid on the billiard table, where Dr. Garratt was called, and she was taken in the ambulance to St. Michael's Hospital.

The great crowd held their breath as the form of the invalid came whirling down, and more than one of the men who were grasping the net said he turned sick at heart and was afraid to open his eyes when the woman struck the net. The sight of those three people away up there with the building in flames and the clouds of black, thick smoke swirling and sweeping all about them was one that stamped itself indelibly on the minds of the thousands who watched with their hearts in their mouths.

Silence like death fell on the crowd as the woman jumped, and many a silent prayer went up from the hearts of the great multitude, whose strong sympathy held them spell-bound.

In watching the perilous descent of their companion, Caven and Miss Thompson had forgotten their own danger. As soon as their attention turned again to themselves they found the furniture in the room behind them blazing. Some electric wires ran up the front of the building and over the roof to supply power in a room on the third flat. These wires ran close to the right of the window. Miss Thompson reached out, grasped them and swung herself boldly out into them. Again the huge crowd held its breath, awestruck and horrified, as they expected to see the wires torn from

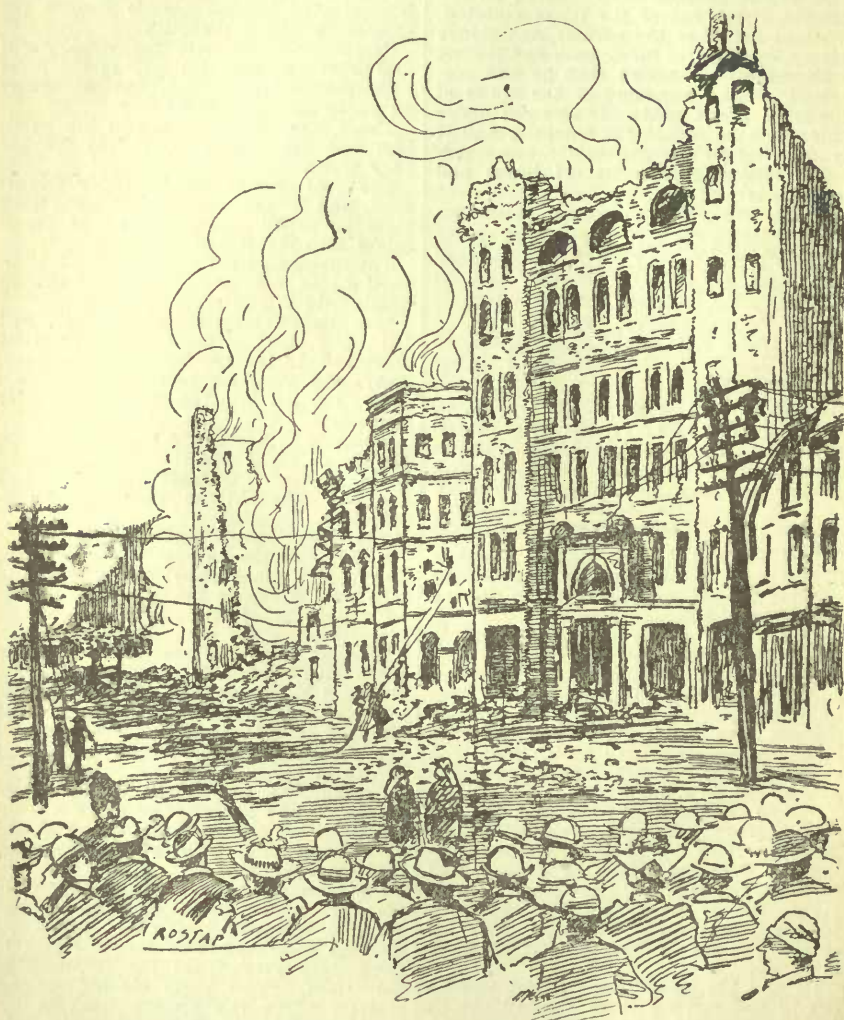


their frail fastenings and the woman hurled into the street, seventy feet below her.

Her grasp was not very firm, but she slid down rapidly to the second storey, where she tried to follow them along the

slide down the wires, and she was suffering from a severe nervous shock. Caven followed her immediately, and also succeeded in reaching terra firma.

Up the elevator shaft went the flames, and in an inconceivably short space of



DESTRUCTION OF OSGOODBY BUILDING BY FIRE, 1895.

horizontal coping which Mrs. Caven just grazed when she fell from the wires a few moments before. Her strength gave out, and she dropped into the net. Her hands were cut and bleeding from her rapid

time the structure was a furnace of fiery red from cellar to roof. The wind veered and changed about, and the direction of the fire was uncertain. At one time McConkey's restaurant was in danger, and



the firemen played two streams of water on the Melinda street face of the building. A sudden change of the wind to the north-east decided the location where the fighting was to be done.

Clouds of sparks and coals of fire flew in blazing sheets over into the crowd that jammed Wellington street, and by eight o'clock people were beginning to find that location uncomfortable and trying to get around to the east side of the fire.

From Melinda street a dozen streams were turned into the Osgoodby building. Three lines were carried over the Crown Hotel, and from the roof of The Telegram storeroom on Melinda street the firemen succeeded in saving the houses on the west side of the burning structure.

At 7.30 part of the western wall of the new McKinnon warehouse fell into the premises of Park Bros.

Every crash sent columns of smoke, dust and sparks high in the air. The noise of the great fire and the shouts that rose ever and anon from the crowd made a queer combination. Through it the firemen worked away quietly but persistently.

Half an hour after the fire began the flames leaped to the roof of the warehouse at 30 Wellington west, occupied by Thomas Dunnett & Co., furriers, and there the fire spread so rapidly that almost before the streams were turned into it it was doomed.

The scene during the fire was something to be remembered. Blocks away the crackle of the flames, the crash of the falling floors and the cheers of the excited crowd could be heard. The reflected glare lighted up the business portion of the city with an intensity almost of daylight.

The fire fiend seemed triumphant, and the crowd seemed at times to be overawed and sensible of its own powerlessness as it watched the huge piles of flame that threatened destruction far and wide. The great pillars of smoke struggled up into the air, and were beaten back by the fierce wind. The fiery loopholes that the windows opened into the cauldron of flame, and the red and white tongues of fire that swept across the streets and played and flickered around the tops of nearby buildings were very terrible. The air was heavy with the heat, and the careering combustibles that flashed fairy trails through the air were like the Faust Brockton scenes on an immense scale.

The scene, as it appeared from the upper windows of the Merchants' Bank building was appalling. The location of the centre of excitement had removed itself to Wellington street by eight o'clock.

At nine o'clock the rush of the crowd

was awful. Athletic six-footers were lifted off their feet and carried about like children in the pushing yet good natured crowd.

The flames flashed across from the burning warehouses to the roof of Buntin, Reid & Co.'s establishment, and when the top of that got fairly started they sometimes formed an arch completely over the street. Underneath the firemen worked silently and steadily.

On the top of the Kilgour building was a squad of men, but no water could be gotten, and their presence there was of no avail.

From Jordan street east there was a mass of wet, steaming humanity, that gazed with upturned faces, that the fire lighted with a touch of colour, at the corridor of fire which the street presented to the west.

It is a wonder that no one was seriously hurt in the crush. Grand & Toy had rigs carrying away goods from their store, and every time they drove into the crowd there would be a stampede to get out of the way of the horses.

A police cordon was drawn across Wellington, and the officers ever and again beat back the multitude that shoved against them, and threatened to surround the ambulance, which stood in readiness.

Not more than half an hour after the fire was discovered great tongues of flame burst from the roof of the Osgoodby building to that of Major Carlaw's warehouse, 30 Wellington street, occupied by Thomas Dunnett & Co., dealers in furs. In an inconceivably short space of time this five-storey building was a seething mass of fire, and rapidly went down into ruins.

Reaching out for more food, the devouring flames wrapped themselves about the next building west, occupied by Boisseau & Co., clothiers, and owned by the Snarr estate. This and the Dunnett building were joined in a terrific mass of fire, that sent out great volumes of smoke and sparks, and an intensity of heat that drove the firemen back from the place. Many of them had narrow escapes from falling walls and timbers and crashing glass and signs.

The next outbreak was to a building used by Robert Darling & Co. and Ray, Rennie & Co., also owned by the Snarr estate, wholesale woollen dealers. The flames at once permeated the entire structure and ate up everything in it. The walls separating these buildings came down with a terrific crash, sending immense volumes of sparks skywards and again endangering the lives of the firemen. The next building seized was that of B. H. Gray & Co., manufacturers

of whiteware. Stealthily, like some demon bent on a terrible vengeance, the fire ate its way eastward until it forced an entrance and concentrating its energy within the walls gathered force and fury until suddenly it burst from the roof in tremendous sheets that lit up the heavens with a fiery glow that made the spectacle as awful as it was magnificent.

The streams of water were entirely inadequate to reach the upper stories and the fire had everything its own way. It rapidly spread to the Corticelli and other smaller buildings. The union of the fires from all of which made what was before terrific simply indescribable. Great masses of sparks, embers, volumes of thick black smoke, all pierced by the blood red fire, went shooting out in all directions and it was seen that that portion of the burning property was hopelessly doomed. The firemen next gave their undivided attention to the south side of Wellington street.

So intense became the heat as the flames spread south across Wellington street that the galvanized iron cornice of Hart & Riddell's melted and fell, the roof ignited and the building was doomed. Firemen who had been manfully fighting the flames on the north side were immediately ordered to the south side. Streams were kept on Buntin, Reid & Co's, as well as Hart & Riddell's warehouse. The flames leaped out of the upper windows of the latter warehouse and met those from the north side, forming an arch of flame. It was a magnificent spectacle. Thousands stood awed, beholding the scene. The conflagration was now at its height. Several sections of hose were now carried to the roofs of adjoining buildings. The eastern half of the Buntin, Reid building, occupied by Buntin, Reid & Co., it seemed impossible to save, but between the two there was a wall 24 inches thick, and it resisted the onslaught to the last. Shortly before this J. D. Ronald's steam fire engine was brought down Bay street amid cheers of the crowd. It was stationed near Wyld, Grasett & Darling's warehouse and a line of hose was immediately carried to the building's top. From this point of vantage the fire in Hart & Riddell's was subdued by 10.30. The large plate glass windows on the Wellington street front of Wyld, Grasett & Darling's were cracked. All the partners of the firm were early at the scene and assisted by employees spread wet blankets across the broken windows. Wet blankets were also used by employees of W. R. Brock.

While William Crawford, a fireman of the Berkeley street hall, was carrying hose upstairs in the Gray building he slipped and fell 15 feet. He was picked

up greatly stunned; the ambulance was called, and he was taken to the General Hospital. When the doctors examined him, it was found that his back was hurt and that he had sustained other injuries.

Arthur Robinson, connected with the Yorkville hose, had his hand and wrist badly sprained while breaking into the Kilgour building. He was using the nozzle of the hose in his hand at the time.

The losses sustained by the different parties and the amount of insurance carried are given below, and may be considered fairly accurate:—

	Loss	Insurance
J. W. Woods, owner Osgoodby building....	\$ 55,000	\$25,000
J. Y. Reid, building...	25,000	35,000
Hart & Riddell.....	35,000	25,000
Ray, Rennie & Co.....	100,000	60,000
Buntin, Reid & Co.....	10,000	40,000
Hunter, Rose & Co.....	500	covered
R. H. Gray, building..	30,000	12,500
do stock.....	50,000	30,000
Thos. Dunnett.....	50,000	50,000
Major Carlaw, building	30,000	20,000
Wyld, Grasett & Darling	500	
E. Boisseau.....	60,000	50,000
G. H. Wilson.....	500	covered
Rbt. Darling & Co, stock	75,000	60,000
do building	15,000	10,000
Cohen Bros.....	8,000	5,100
G. T. Gorrie.....	3,000	1,000
Merchants Cotton Co., Montreal.....	18,000	8,000
Yarmouth, Dnek & Yarn Co.....	22,000	15,000
J. E. Knox, personal..	1,500	
Brereton & Manning...	40,000	25,000
Siemens & Evel.....	15,000	12,000
W. L. Hackey.....	10,000	covered
W. S. Johnson.....	15,000	10,000
Union Card & Paper Co, Montreal.....	10,000	7,000
J. H. Secombe, saddlery, hardware.....	4,000	4,000
Bastedo & Co., furs....	4,000	3,000
Snarr estate.....	35,000	25,000
Corticelli Silk Co.....	1,000	covered
	\$723,000	\$532,500

It is a curious fact that nearly always such occurrences go in threes, and Sunday morning was again the scene of a great conflagration in the business portion of the Queen City.

At 12.30 a.m. Sunday, March 10, Wm. Farley, the watchman in Robert Simpson's immense new store on the southwest corner of Yonge and Queen streets, had just attended to his furnaces, and came out through the manhole in the pavement. Alexander McKee is a Holmes

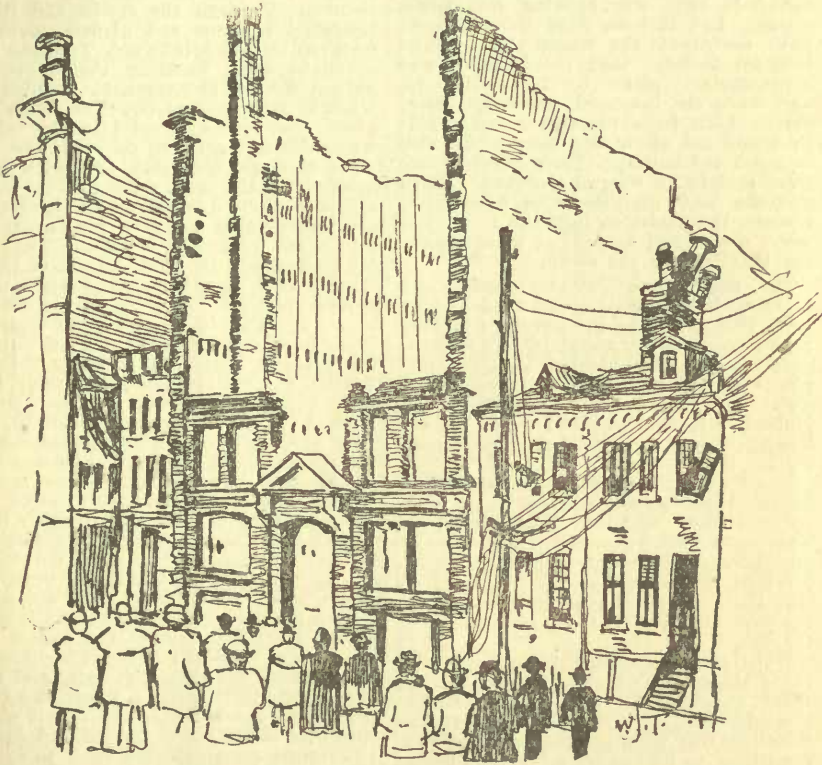


Electric Protection Company watchman, and he had just turned in a signal to his office from a box at P. Jamieson's store, on the north side of the street, and crossed over to speak to Farley. They had just spoken when they heard the noise of cracking glass, to which they paid no attention at first. As it continued, they thought it was some one breaking windows in Knox Presbyterian church, and climbed over the fence to see if they

Only too well the firemen feared that an alarm from No. 32 meant something serious, and they were straining every nerve.

Farley entered the coal hole, and ran out 60 feet of the hose from one of the attachments that were located all over the building. He could secure no water power, and the fire, eating along the ceiling, drove him back into the street.

The alarm reached headquarters at



THE OSGOODBY BUILDING, MELINDA STREET, DESTROYED BY FIRE 1895.

could find anyone. From there they saw the flames coming out through the basement windows in the south-west end of Simpson's building.

P. C. Roberts, of No. 2 division, was passing, and McKee shouted to him to pull an alarm. In a moment the signal went in from box 32. Fire bells rang all over the city, and weary shopkeepers, who had just got nicely into bed, were awakened by the clang of the reels and the swift gallop of the flying horses.

12.33. The Lombard street section, with Deputy Chief Thompson and Assistant Villiers, was first on the scene. Bay street, Berkeley street, Wilton avenue, Queen street and Yonge street were the next in, and in less than six minutes four streams of water were being poured into the basement. Through the Queen street door an entrance was effected, and the deputy chief issued orders to flood the first floor. The streams of water directed into the basement were rapidly



getting the best of the flames, when they reached the elevator shaft, and the building was doomed. Up the fire went like lightning, and spread itself over the third and fourth storeys, sending wicked-looking tongues out through the west windows. At 12.41 the general alarm was sent in, and in five minutes the whole great structure was a mass of flames, shedding a lurid glare from every window. The south-west wind drove the fire out toward Queen and Yonge streets, and the gale that was blowing was fierce enough, had it been from the north, to have destroyed the whole block. Chief Graham thought that the building was a dangerous place to fight fire in, and when the Lombard street men were driven back from the Queen street side he would not allow any more of his men to enter the building. Three lines of hose were laid in by way of the Knox church grounds, and another was carried in through the Christian Institute from Richmond street, and helped the wind to save the buildings to the south.

The big seven-storey warehouse was filled with dry goods of all kinds, which were like tinder to the savage fire that raged from cellar to attic. The hurricane tore away blazing shingles and pieces of timber, and sent them flying away over toward Victoria, Bond and Mutual streets upon the roofs of the houses, where they started many an incipient fire.

Many were the families that organized bucket brigades and dashed water upon cornices and roofs that began to blaze. The gale kept growing stronger and stronger, and the air was filled with myriads of fiery-red cinders, that sailed like little molten boats in great sheets out over the city that lay silent beneath them.

Whirling and dashing through the midnight air, on the wings of the sou'-wester, these showers of flame were meteoric messengers of the destruction that the fire-fiend was warring gleefully, and people began to be apprehensive that Queen and Yonge streets would not be the only scene of ruin.

Crowds of spectators had by this time arrived on the scene, and for blocks around the streets were jammed with excited people. Men who resided anywhere near were getting their Lares and Penates into shape for immediate removal to some place of safety. Women with aprons over their heads and children in their arms were almost in hysterics as they ran about giving the alarm. Storekeepers in the immediate neighbourhood were in a state of wild terror and did some very ludicrous things in their endeavour to save their

property. People were running with their bedclothes in their arms and their portable valuables jammed into their pockets. One man was seen running with a barber's chair on his back.

The whole interior of the big Simpson building had by this time become simply one great caldron of flame. The smoke burst up through the roof and went sailing away to the eastward over the city. Flames were leaping in demoniac glee around the windows and out of every opening. Through the smoke and flame the steel columns and girders could be seen outlined in bright red. Twisting and squirming and knotting themselves together like live creatures, they pulled the whole structure to pieces. The floors had given way and crashed into the cellar. The columns began to collapse, the roof went through, and then the brick piers upon which the main weight of the building was carried came down in sections of a storey at a time carrying away the pillars and girders in their fall. The fearful heat drove the firemen out of Queen street, and they had to change their *modus operandi*. Berkeley street coupled to a hydrant in front of the Imperial Bank, and carried their line in through the Tremont House and up on to the roof. Wilton avenue brigade laid their hose from the same hydrant to the roof of Milne & Co.'s hardware establishment, and they prepared to fight any extension of the fire in that direction. The demon-like flames had wrapped themselves around the whole of the departmental store like the red mantle of Mephisto, and they leaped and writhed and shot out great clutching arms that seemed to reach covetously for the neighbouring buildings. Grim and gaunt stood the tall spire of old Knox church in Calvinistic sternness, as it loomed up its length beside the sea of fire that raged beside it. Great sections of flame swept across the streets, and then drew back like a sortie repulsed by the besiegers. The scene at the height of the fire was awful. The blood red hue of the flames communicated itself to everything that came beneath their glare. Thick smoke rolled away up into the gale and the sparks that sailed away on errands of mischief filled the air. Every moment great sections of the Simpson building came down with a crash that sent showers of embers flying out across the street and drove a cloud of dust and powdery debris up into the air. The high wind howled and the flames crackled and roared. Men shouted, and the crowd cowered in fear almost before the terrible sight. It was, indeed, something one could never forget. Fire possesses a fearful fascination for almost

everyone, and the sight of the crowd of upturned faces, every one brought into bold and vivid relief by the almost blinding red glare, was wonderful. The devouring element swept along with a terrible celerity and an exhibition of power that was grand. The flames seemed to glory in their triumph, and to be aware of the inability of their pigmy foes to cope with them successfully.

A moment they seemed to pause and gather together for a supreme effort. Then there shot out a blast of fire that swept the Tremont House into its hellish embrace and enveloped it in destruction. Three firemen were on the roof, but their hose was useless after the fall of the east wall of Simpson's, and they were in a perilous position indeed. The pitchy smoke that poured across almost choked



OSGOODBY FIRE—DESTRUCTION OF WELLINGTON ST. WAREHOUSES, 1895

The east wall of Simpson's collapsed into Yonge street, and the pile of timbers, bricks and pillars falling upon the hose cut off the water supply. Then the east side of Yonge street was exposed to the full fury of the flames that had before surged behind the barriers of this wall.

them and nearly drove them to jump to escape suffocation. Ladders were hurried in from the lane by way of the stable entrance, and run up against the two-storey extension over the dining room behind the hotel. From the top of the extension another ladder was shoved



up to the roof of the main building, and the three men made all speed to terra firma.

Simultaneously with the Tremont House the hardware establishment of John Milne & Co., the gents' furnishing store of Dunfield & Co., McKechnie's barber shop, C. M. Henderson's auction store, and the Imperial Bank began to blaze in the upper storeys. Everyone escaped from the Tremont House, and the bank officials removed all their books to the head office.

Spectators began to think that the big block, including the Confederation Life Building, would all go, but it was not to be. Then the fire leaped to the north side of Queen street, west of Yonge, and attacked the Jamieson block, crossing shortly afterward to the north-east corner, and starting into the roof and upper storeys. Then people grew certain that there would be no possibility of stopping it until it burned itself out. A hard fight against the attacking field did the Jamieson block make. Nearly a quarter of an hour the hot breath of the fire demon seared and scarred its paint, and the hot glare reddened its walls. The structure fairly smoked, and yet no actual fire broke out. Then there came a swift, sudden dash of flame from a third-storey window on the south side, and in a few minutes the building looked as though it had been burning inside for hours, and only just then the flames had forced their way into view. The flame curved and caracoled about the block, and swept in and out of the windows like devils playing at hide-and-seek. The smoke hung its black pall over the roof, and the fire leaped out and drove its myriad forked tongues up through the murky cloud that swirled above. The fire had now obtained a hold on each of the four corners, and the thought of possible ultimate consequences was appalling. The firemen worked nobly, handicapped as they were, and a little after two o'clock they were brought face to face with another fearful danger. A firebrand had been carried by the wind over on to the roof of the Pythian Hall, in the Hardy block, at Queen and Victoria streets. There it lay smouldering and flickering, wondering whether to go out or not, until it set fire to the shingles and the flames burst from the Victoria street windows. Then the firemen were outflanked, but they promptly detailed the Ossington avenue men to leave the Henderson block, on the north-east corner of Queen and Yonge. They could get no ladders and carried their hose up the stairway to the top storey. All hope of saving Simpson's had been abandoned, and all the attention of the de-

partment was directed to the other establishments that stood in such imminent danger. The heat and debris had driven the firemen off Queen street west and off Yonge street south of Queen. Four lines were carried through the archway from Eaton's to Queen street, over the rear of Sutcliffe's, and another line was brought through McPherson's shoe store from Yonge street. These fought back the flames while three streams were played on the Eaton building's roof by Eaton's own brigade. The great effort now was to save Eaton's big block, and every force was concentrated on this point.

The inadequate appliances put the firemen in a bad position, but for three hours they contested every inch of ground as the fire drove them slowly back on to the roof of Eaton's, the fire breaking out through the roof where they had been standing. To the south the fire wall between Wanless' store and Simpson's was all that saved the block.

The small Ronald engine belonging to Mr. H. W. Petrie, was put in position outside Gourlay, Winter & Leeming's piano store on Yonge street, and did splendid work. Two streams were thrown into the blazing shops by this machine. The feature of the fire was the use of a little old engine that had been stored away as too old-fashioned to be of any use. This machine proved to the satisfaction of any sane man that engines are a necessary complement of the equipment of a fire brigade, and that the Canadian engine, which the experts condemned, was as good as the best in the world. Several streams were poured from it into the front of Sutcliffe's, and it undoubtedly saved Eaton's big establishment from the flames.

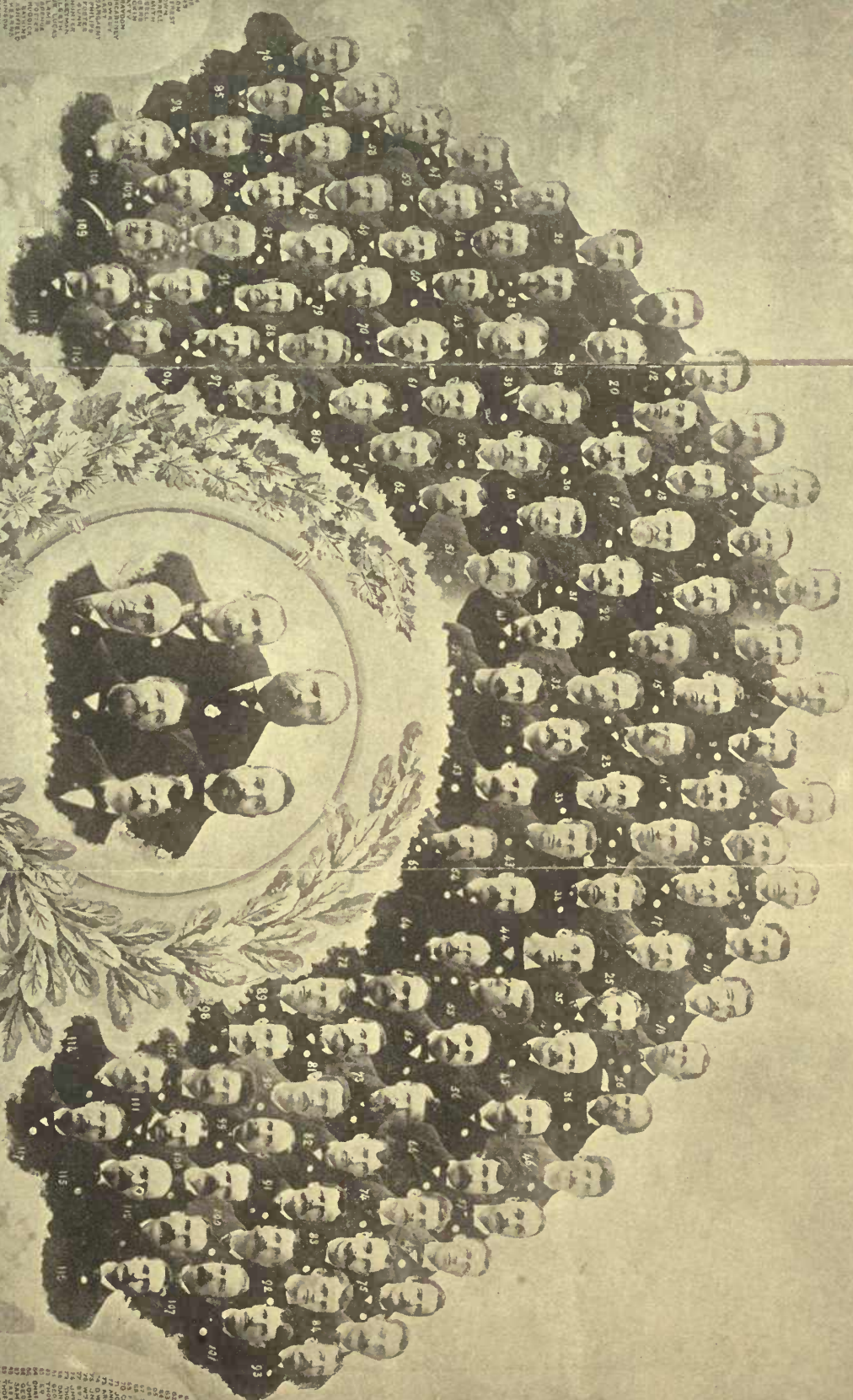
Chief Graham said the little Ronald did grand service with 250 feet of hose fast to it. A steam fire engine could have thrown water on to the Simpson building from a distance where his men would have been safe when they could not stand near enough with their present pressure for fear of the walls.

Few are the people who have ever seen a steeple in flames. Knox church spire was a wooden erection on a brick tower well and heavily built. Like a guardian sentinel it had stood for an hour, black and straight, over the scene of havoc that the fire was making almost beneath it. Sometimes the top of it was almost hidden by the whirling masses of smoke and flame that combatted for supremacy about it. At 1.30 a little spot of fire appeared about 20 feet up from the base of the tower. The attention of thousands of people was immediately drawn to it, and they watched it slowly





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The logo for the Toronto Fire Department in 1894. It features a central illustration of a fire hydrant. A banner curves around the hydrant, containing the text "TORONTO FIRE DEPARTMENT." in capital letters. The year "1894" is printed below the hydrant. The entire logo is set against a background of stylized foliage.

JOHN THOMPSON  
SAV CHIEF  
R. J. McGOWAN  
SIC-  
R. ARDAGH,  
CHIEF  
THOS. GRAHAM,  
DEP. CHIEF,  
JOE DAVIS,  
ASST. CHIEF  
D. GIBSON,  
ELECTRICIAN

BARKE & GRAY  
PHOTOGRAPHERS, 561 QUEEN ST. W.

60 MR. ALBION  
 61 JOHN D. YEN  
 62 JIMMY  
 63 JIM MOFFITT  
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1 ROSS GREEN  
 2 W. S. HARRIS  
 3 W. VILLIERS  
 4 C. B. ROBINSON  
 5 ALFRED EVERTS  
 6 JOHN ALLEN  
 7 THOS. MOORE  
 8 FRANK SMITH  
 9 WM. ROBERTS  
 10 CHAS. DICKIN  
 11 THOS. GRAYDON  
 12 NATH. SMCARTNEY  
 13 THOS. POWELL  
 14 JAS. EART  
 15 A. C. JARRENT  
 16 W. A. PHILIPS  
 17 ROSS. KESTEN  
 18 ALAN. KANE  
 19 ADAM. HINTER  
 20 J. B. BUCHANAN  
 21 WM. BURNIN  
 22 ARTHUR. LINDO  
 23 JOE. LANE  
 24 THOS. BROWN  
 25 ROY. POTTER  
 26 DAVID. HODGINS  
 27 HENRY. BATHING  
 28 WM. A. GRIFFITH  
 29 W. C. RICHARDS  
 30 W. J. RICHARDS  
 31 AL. B. SMITH  
 32 ARTHUR. BRANTON  
 33 THOS. HILL  
 34 WM. W. FOW  
 35 J. J. GREGG  
 36 ROSS. HODGSON  
 37 ROSS. GORDON  
 38 WM. DAVIDSON  
 39 WM. WILKINSON  
 40 BEN. COLLARD  
 41 T. H. DAVIS  
 42 J. B. BROWN  
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 50 J. B. BROWN

50 WM. ALBION  
 51 W. C. HAYFORD  
 52 JOHN. POLYMER  
 53 FRANK. FORSYTH  
 54 JAS. FORSYTH  
 55 JAS. WOODS  
 56 WM. C. PATTERSON  
 57 LAM. PRICE  
 58 JIM. MCCONNACH  
 59 JIM. FILLON  
 60 CHAS. SMOLEY  
 61 ANDY. MCCONNACH  
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spreading and grasping the woodwork in a clutch that was never to be untightened. Everywhere the fight was hard. Two lines of hose were carried from Queen street into the top of the Henderson block, on the northeast corner, and two branches from the rear succeeded in saving all but the top storey. The whole building was drenched.

Pipe was laid from Queen and Victoria streets, and lines were run from Richmond street under the archway of the Confederation Life building, to play on the burning stores on the east side of Yonge street south of Queen street. Only the upper storeys of them all, Milne's store excepted, were burned.

Everybody thought that the big building of the Confederation Life Company would surely succumb. The slate roof fairly steamed with the heat, and the wind was all that saved it from destruction.

T. Eaton & Co.'s system of protection was an immense aid to the firemen. They had six night watchmen and a Grinnell automatic sprinkler system, with three hydrants on the roof. Those three hydrants were a big factor in the fight, and the brigade admitted the assistance rendered by the sixteen members of the Eaton staff who were on hand.

Sam McGowan, of Yorkville avenue hook and ladder, was struck by a piece of falling ladder from Knox church and got his arm broken. He was removed to the General Hospital.

Robert Everest, hoseman, from Lombard street hall, dislocated a knee-cap by falling in an open coal hole in front of Simpson's. He was taken home.

Fireman Robinson, of Yorkville, got a broken wrist, but returned after having it dressed at the hospital.

Robert Dickson and William Feathers worked in the Tremont House. They jumped fifteen feet from the main roof on to the kitchen, and were cut by the skylight.

Three men from Berkeley street hall had a close shave when playing a stream into the basement of Simpson's. A part of the eastern wall fell, and they dropped their hose and jumped just in time.

The losses on the different buildings and contents were:

	Loss	Insurance
R. Simpson, building...	\$130,000	\$110,000
R. Simpson, stock.....	260,000	210,000
Wanless & Co., building	10,000	12,000
Wanless & Co., stock....	15,000	15,000
P. Jamieson, stock.....	75,000	28,000
Agriculture and Arts Association building...	20,000	13,000
Do. do. contents..	5,000	2,500

	Loss	Insurance
Sutcliffe & Sons, stock ..	95,000	65,000
R. H. Gray, building ...	8,000	6,000
Mrs. M. G. Jones, bldg.	10,000	10,000
McPherson & Co., stock	4,000	4,000
Gourlay, Winter & Leeming, stock.....	2,000	2,000
Mrs. A. Henderson, building.....	10,000	10,000
C. F. Adams & Co., stock	5,000	5,000
Mrs. M. E. Brisley, stock	5,500	4,300
James Bonner, stock....	15,000	8,000
Imperial Bank, building.	6,000	6,000
J. F. Brown & Co., stock	1,000	1,000
Confederation Life, building.....	5,000	5,000
J. Milne & Co., stock....	25,000	20,000
Knox Church .....	10,000	10,000
Jas. Mannell, building..	4,000	3,500
Tremont House, furniture	2,000	3,000
J. Dunfield & Co., stock	4,500	4,000
Canada Umbrella Co., stock.....	2,000	2,000
Knights of Pythias .....	500	500
T. Eaton & Co .....	5,000	5,000
Other losses.....	10,000	10,000

Total.....\$744,500 \$574,800

The approximate losses of the several insurance companies interested are as follows:

Lancashire Insurance.....	\$30,000
Liverpool, London & Globe .....	30,000
Phoenix, of Brooklyn.....	30,000
Caledonian .....	25,000
Commercial Union .....	25,000
Northern Assurance.....	25,000
Royal, of England .....	25,000
Scottish Union & National.....	25,000
London and Lancashire.....	20,000
North British & Mercantile.....	20,000
Ætna .....	15,000
Connecticut Fire.....	15,000
London Ass. Corporation .....	15,000
Norwich Union.....	15,000
Sun Insurance, of London.....	15,000
Manchester Fire .....	12,000
Atlas Assurance .....	10,000
Fire Insurance Exchange .....	10,000
Hand-in-Hand .....	10,000
National .....	10,000
North America .....	10,000
Phoenix, of Hartford .....	10,000
Queen Fire .....	10,000
Union Assurance.....	10,000
Agricultural .....	7,500
Guardian .....	7,000
Alliance, Eastern Assurance, Economical, Gore Fire, Hartford, Imperial, United Fire, each .....	5,000
Western Assurance Co., (part reinsured) .....	40,000
Wellington Mutual.....	1,500

## CHAPTER CXCVIII. THE REGISTRY OFFICE.

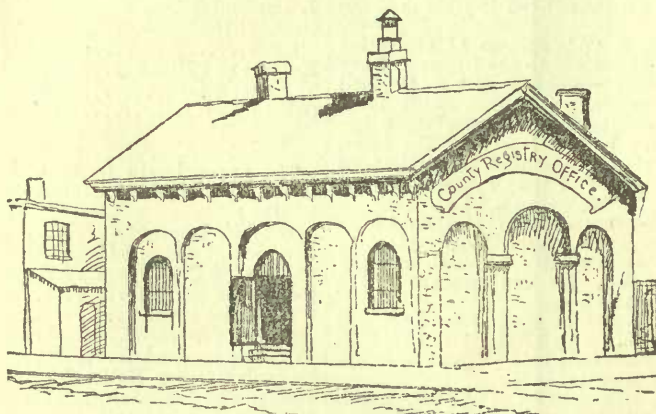
**A Department of the Public Service which has been Removed from Place to Place with Remarkable Frequency.**

Often as the custom houses and post offices were shifted about from one place to the other until they found their present abiding places in the buildings they now occupy, another department of public service was more frequently moved. This was the registry office, and it is a noteworthy fact that although changed so frequently, occupying quarters in private houses, many of them of frame, no papers have ever been lost by fire or any other cause. In 1796 a registry office was established for the

illustrated in a previous chapter. To this house, Mr. Cameron transferred the registrarship of the Home District, on his accession to the office.

Mr. Cameron was succeeded by Stephen Jarvis, who again removed the office to his dwelling at the south east corner of Duke and Sherbourne streets. This house was of frame and like the others has been described and illustrated.

Samuel Ridout was the next registrar. He first established the office in the house of John Dennis at the north-east corner of King and Yonge street. This was a frame building with a large fruit garden, about chief among the products of which were delicious plums. This building was destroyed at least forty years ago. For a long time it was the only building thereabouts. It was a longish one storey struc-



COUNTY REGISTRY OFFICE—RICHMOND ST., BETWEEN YONGE AND BAY STREETS.

Home District, there was no county of York then, not until many years afterwards, and Mr. Thomas Ridout was appointed the first registrar. He established the office at his house, the Ridout homestead, which has been described and illustrated in a previous chapter. This was a frame building on Duke street.

Mr. Ridout was succeeded in the office by Duncan Cameron, a very early and prominent resident of York, one of the members of the Legislative Council, and one of the founders of St. James church, and a member of it from its establishment. Mr. Cameron had previously built for a residence the house at the corner of Front and George streets, which he afterwards sold to George Monro and is now known as the Black Horse Inn. This building which was of frame, has also been described and

ture, painted white with a paling in front and large willow trees. Mr. Dennis who built it, was formerly superintendent of the dock yards at Kingston. He was one of the United Empire Loyalist refugees and received a grant of land on the Humber near the modern village of Weston. His son Joseph Dennis owned and commanded a vessel on Lake Ontario in 1812. When the war with the United States broke out he and his ship were attached to the Provincial marine. His vessel was captured and he was made a prisoner of war in which condition he remained for fifteen months. He afterwards commanded the Princess Charlotte, an early steamboat on Lake Ontario. Mr. Ridout established the registry office in this building of John Dennis, in 1827, and maintained it there for a year or a little more. In 1828 he moved the office to Paterson



building previously described, which stood about midway between King and Colborne street on the west side of West Market street. This was also a frame building. The office remained here but a few months at the end of which time Mr. Ridout transferred it to the building of James Beatty on the south side of King street between George and Frederick streets. Here the office was kept for a year. In 1829, Mr. Ridout built at his personal expense for the purpose of a registry office a small brick building on the north side of Adelaide street opposite St. James Church. This building has been destroyed. In 1849 while Mr. Ridout held this office a law was passed that the registry office should no longer be kept in a private residence, but must be maintained in a public building. At the same time the office was established as the county registry. As yet there was no district city registry, the city forming part of the county. In accordance with the act of 1849 the county built a small one storey stone fire proof building where the office of the gas company now stands, on the east side of Toronto street just north of Court street. This building has been destroyed to make way for the building which now occupies the site. In 1855 Mr. \_\_\_\_\_ Ridout who had been deputy register for many years, succeeded his father Samuel, in the office which he has since filled. In 1859 the county and city registrarships were divided. At quite a recent date the present brick county registry building was erected at the north-east corner of Richmond and Clare streets.

When the city and county offices were separated Joseph Morrison became the first city registrar. He established the office in the upper rooms of a building on the south side of Wellington street between Bay and Yonge street near the Merchants Bank. The building is still standing.

Mr. Morrison held the office but a short time and was succeeded by Samuel Sherwood. Mr. Sherwood was a lawyer. He represented Grenville in 1804, and was one of the counsel who defended the prisoners brought down from Earl Selkirk's settlement for trial in 1816 on charges of murder and robbery. During Mr. Sherwood's tenure of office the city put up for a registry office a small brick building on the north side of Court street, near the site of the police court. Mr. Sherwood considered the building unsafe and unsuitable for the purpose for which it was designed, and refused to take the responsibility of keeping the records in it. He transferred them to his own house, once known as Dorset House,

and later as London House, on the north side of Wellington street, just east of John street. This building which is now destroyed, has been described and illustrated previously.

Mr. Charles Lindsey was Mr. Sherwood's successor in the office of city registrar. He first established the office in the building of the Royal Insurance Company at the south east corner of Yonge and Wellington streets. The city then put up the building on the south side of Richmond street, west of Yonge, which has since been occupied, Mr. Lindsey having the office.

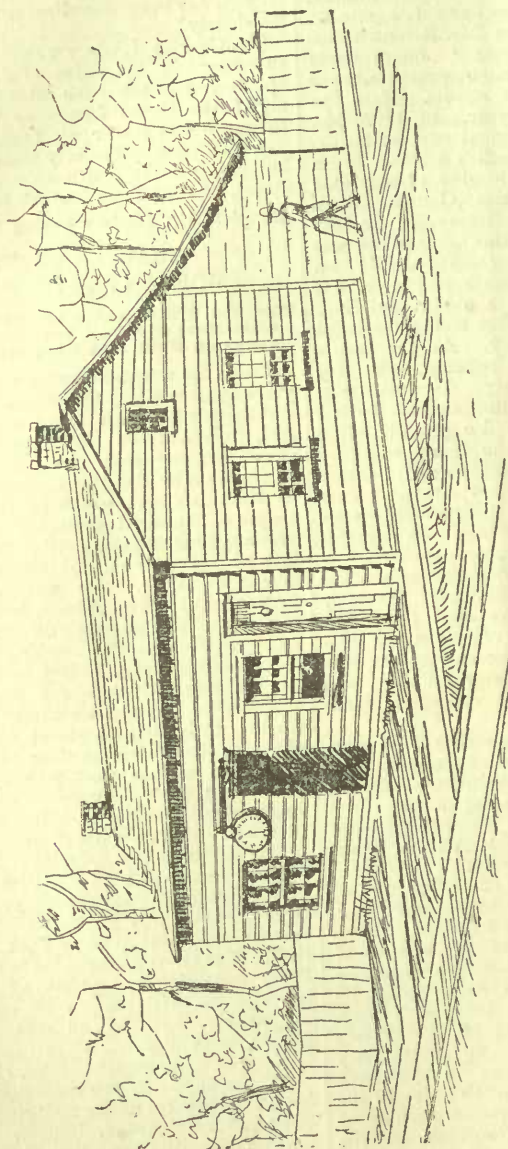
#### CHAPTER CXCIX. JORDAN POST'S SHOP.

**The Old Watchmaker of York—Early Recollections of a Tall New Englander—His Shops on Duke and King streets.**

Fancy the venerable watchmaker of ninety years ago, revisiting the scene of his labours, and finding his town lot of a few hundred feet, bounded on the north by King street, on the east by Yonge street, on the west by Bay street, and on the south by Melinda street, worth in 1802 about a couple of hundred dollars, now valued at over a million dollars. Jordan Post, the subject of this sketch, was the early clock-maker of York. He was a tall New Englander of grave address, but of benevolent disposition, and well liked in the community. He was the owner of the entire frontage from Yonge to Bay on King street, and south to Melinda street. Jordan street, named after the old watchmaker, divided the lot, while Melinda street was the name given to the dividing line to the south, in honour of his worthy wife. Two of his daughters were named respectively Sophronia and Desdemona, but their names have not been handed down to us in any of the many properties owned by Post. So early as 1802 Mr. Post advertised in the *Upper Canada Gazette or American Oracle*, which was published at Toronto, that he was about to leave York for a short time. The advertisement reads: "Jordan Post, watchmaker, requests all those who left watches with him to be repaired, to call at Mr. Beman's and receive them by paying for the repairs. He intends returning to York in a few months. Sept, 11th, 1802."

At the close of the same year he puts forth the general notice:—"Jordan Post, clock and watchmaker, informs the public that he now carries on the above business in all its branches at the upper end of Duke street. He has a complete assortment of watch furniture. Clocks and watches repaired on the shortest notice and most





JORDAN POST OFFICE SHOP S.E. COR. BAY & KING STS

reasonable terms, together with every article in the gold and silver line. N.B. —He will purchase old brass. Dec. 11th, 1802." Post's shop on Duke street was on the north side near the corner of Jarvis. A nephew of his kept hotel here some years after.

Besides the block described above, Mr. Post had acquired other valuable properties in York, as will appear by an advertisement in the Weekly Register of January 19th, 1826, from which also it will be seen that he at one time contemplated a gift to the town of one hundred feet frontage and two hundred feet of depth, for the purpose of a second public market. "Town lots for sale. To be sold by auction on the premises, on Wednesday, the first day of February next, four town lots on King street, west of George street. Also, to be leased at the same time to the highest bidder, for twenty-one years, subject to such conditions as will then be produced, six lots on the west side of Yonge street, and twenty on Market street. The Subscriber has reserved a lot of ground one hundred feet front by two hundred feet in the rear, on George street, for a market place, to be given for that purpose. He will likewise lease ten lots in front of said intended market. A plan of the lots may be seen and further particulars known by application to the subscriber, Jordan Post. York, Jan. 4th, 1826."

On the arrival of Sir Francis Gore in York on the 30th of September, 1815, we find amongst a deputation of the principal merchants Jordan Post, sr., and Jordan Post, jr. Among the subscribers to a "common school" in York, in 1820, we find Jordan Post down for £17 6s. 3d. Philip Klinger for £2 10s., and Lardner Bostwick for £2 10s. On one occasion about 1835 some of the boys of the town tried to steal a wooden clock that hung from the doorway, and the escapade ended in the clock falling on Craig, knocking him down and killing him. Craig was the owner of a distillery over the Don and nephew of Bishop Strachan. In 1820 Post moved west to the south-east corner of King and Bay, to the house shown in the engraving. This was the first house erected on that corner. It was torn down about 1840, and the large three-storey brick building, belonging to Jacques & Hay erected. The ground has been for many years in the estate of the late Hon. John Ross, a former member of the Legislative Council of Canada, he having bought the property from the heirs of Jordan Post.

After Jacques & Hay moved, the warehouse was divided into two shops, and the rear portion was occupied by William Halley, as a type warehouse. In 1876

the building was torn down, and the present building erected on King street west, and as far south as Messrs. Maloney and Ramsay's shops on Bay street. Post then went to Scarboro' to live after leaving Toronto.

## CHAPTER CC.

### A BAY SHORE COTTAGE.

**The House Occupied by Col. N. Coffin, Capt. Phillipotts, Capt. Bonnycastle and Raymond Baby—Sketches of the men.**

On a promontory, suddenly jutting out into the harbour, on the south side of Front street, and on the west of Peter street, there once stood a pretty little cottage, with a garden and a grove surrounding it. The cottage was a storey and a half high, of frame, painted white, with green blinds and dormer windows. It was enclosed by a board fence. The main entrance was at the east end, and running around the house on this side from the gate was a path leading to the bay side of the building where was the entrance most commonly used. On the beach, just west of the bank where the cottage stood, was a much frequented bathing-place. Opposite the cottage, on the north side of Front street, was the Government wood yard. Diagonally across, on the north-east corner of Front and Peter street, stood, and still stands, the house of the Hon. George Crookshank. The bay shore cottage, and the land on which it stood and all about, was Ordnance property. Several men of local, or more than local celebrity, at different times have made the humble dwelling their home.

The first was Col. N. Coffin. He came to York with Lieutenant-Governor Sir Peregrine Maitland, on his appointment in 1818, and his name is found among the subscribers for the Don bridges in 1822. Two years later he was one of the party which accompanied Sir Peregrine on a tour to Lower Canada. The Canadian Review for December, 1824, after mentioning the arrival of the party at the Mansion House in Montreal, says: "In the morning his Excellency breakfasted with Sir Francis Burton (the Lieutenant-Governor of Lower Canada from 1808 to 1832), at the Government House, whom he afterwards accompanied to Quebec in the Swiftsure steamboat. Sir Peregrine is accompanied by Lord Arthur Lennox, Mr. Maitland, Colonels Foster, Lightfoot, Coffin and Talbot, with the Hon. E. G. Stanley (from 1851 to 1869 Earl of Derby), grandson of Earl Derby, M.P. for Stockbridge, John E. Denison, Esq., (subsequently Speaker of the House of Commons), M.P. for Newcastle-upon-

Tyne, and James S. Wortley, Esq. (afterwards Lord Wharnccliffe), M.P. for Bossiney, in Cornwall. The three latter gentlemen are now upon a tour in this country from England." In 1828 Col. Coffin, then Adjutant-General of Militia, was summoned to appear before a committee of the House of Assembly, to give evidence in relation to a trespass on Government property at Niagara Falls, as was also Col. Givins. Sir Peregrine Maitland refused permission to attend, upon which both officers were arrested and locked up in jail. Col. Coffin wrote a letter from the jail on the evening of their arrival to Major Hillier, the Governor's private secretary. This is a copy of it: "York, March 22nd, 1828. Sir,—I beg leave to request that you will state to the Lieutenant-Governor that in obedience to the communication I received through you, that his Excellency could not give me permission to attend a committee of the House of Assembly for the reason therein stated; that I did not attend the said committee, and that in consequence thereof I have been committed this evening to the common jail of the Home District, by order of the House of Assembly, I have, therefore, to pray that his Excellency will be pleased to direct that I may have the advice and assistance of the Crown officers to enable me to take such steps as I may be instructed on the occasion. I have the honour, N. Coffin, Adjt.-Gen. of Militia." No redress, however, was obtained, and Col. Coffin and Col. Givins were confined in jail until the close of the session. They afterwards brought an action against the Speaker of the House for false imprisonment, but nothing was recovered.

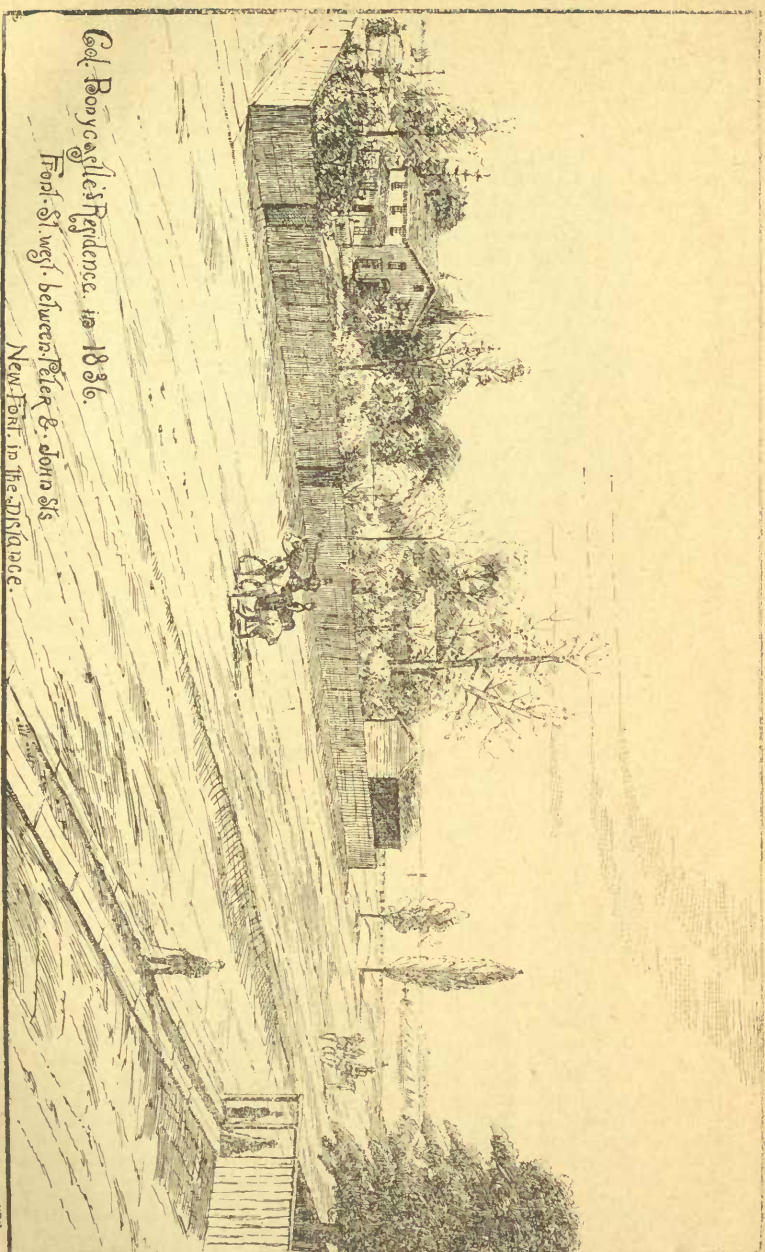
In the Royal Engineers was an officer bearing the name and rank of Captain Phillpotts. He was the brother of Bishop Phillpotts. He first comes to the notice of the people of York when the Loyalist, quoting the Niagara Gleaner, relates that Sir John Colborne paid a visit to the Falls, going on horseback, and accompanied by Captain Phillpotts, on Monday, November 10, 1828. This was when Sir John was on his way to York, as successor to Sir Peregrine Maitland in the Lieutenant-Governorship. Captain Phillpotts came to York with Sir John and became his military secretary. The captain was a fine looking man, of medium height, rather inclined to embonpoint. He was a familiar figure to the inhabitants of York, especially on Sunday mornings, when he would walk down to St. James' church with Sir John Colborne, resplendent in cocked hat, white feathers and gold-laced uniform. Captain Phillpotts left York before Sir John Colborne, going either to the Lower Pro-

vinces or returning to England. His son remained here, studied law, was admitted to the bar, and practised his profession up to the time of his death.

Another occupant of the bay shore cottage was Raymond Baby. He was a pupil of Dr. Strachan's Home District Grammar School in 1819, and in 1827, attired as an Indian Chieftain, he was one of the conspicuous figures in a war dance at the first fancy dress ball recorded in the annals of York.

Perhaps the most distinguished dweller in the cottage was Captain, afterwards Sir Richard Bonnycastle, the author of "Canada as It Was, Is and May Be," and "Canada and the Canadians in 1846." In one of these books Captain Bonnycastle was led into the error of recording that Toronto or Tarento was probably the name of an Italian Engineer, who constructed the old French fort, evacuated and destroyed at the time when the English obtained supremacy in Canada. On the occasion of the completion of the work on the outlets of the Don, in 1835, some old formalities were observed, says Dr. Scadding. On the twenty-second of August in that year the bridges which had been built by the aid of Sir John Colborne were handed over by the military authorities of the town. "The civic authorities approached the new structure in procession. A barricade at the first bridge arrested their progress. A guard stationed there also forbade further advance. The officer in command, Captain Bonnycastle, appears, and the Mayor and corporation are informed that the two bridges before them are, by the command of the Lieutenant-Governor, presented to them as a free gift for the benefit of the inhabitants, that they may in all time to come be enabled to enjoy the salubrious air of the peninsula, the only stipulation being that the bridges should be free of toll forever to the troops, stores and ordnance of the sovereign. The Mayor, who, as eye-witnesses report, was arrayed in an official robe of purple velvet, lined with scarlet, read the following reply: "Sir,—On the part of his Majesty's faithful and loyal city of Toronto, I receive at your hands the investiture of these bridges, erected by command of his Excellency the Lieutenant-Governor, and now delivered to the corporation for the benefit and accommodation of the citizens. In the name of the Common Council and the citizens of Toronto, I beg you to convey to his Excellency the grateful feelings with which this new instance of the bounty of our most gracious sovereign is received; and I take this occasion, on behalf of the city, to renew our assurances of loyalty and attachment to his Majesty's person and





Селъ Бонувскій въ 1836.

Городъ въ вѣсткахъ Пискаревъ и др.

Новый въ вѣсткахъ Пискаревъ.



Government, and to pray through his Excellency a continuance of royal favour towards this city. I have, on the part of the corporation and citizens, to request you to assure his Excellency the Lieutenant-Governor that his Excellency's desire and generous exertions for the health and welfare of the inhabitants of this city are duly and gratefully appreciated, and I beg you to convey to his Excellency the best wishes of myself and my fellow-citizens for the health and happiness of his Excellency and family. Permit me, Sir, for myself and brethren to thank you for the very handsome and complimentary manner in which you have carried his Excellency's commission into execution." Immediately the band, who were stationed on the bridge, struck up the heart-stirring air, God Save the King, during the performance of which the gentlemen of the corporation, followed by a large number of the inhabitants, passed uncovered over the bridge. Three cheers were then given respectively for the King, for his Excellency the Lieutenant-Governor, for the Mayor and Council of the city of Toronto, and for Captain Bonnycastle. The gentlemanly and dignified manner in which both the addressees were read did credit to the gentlemen on whom these duties devolved, and the good order and good humour that prevailed among the spectators present were exceedingly gratifying."

The above account appeared in the current issue of the Christian Guardian and was copied into the Toronto Patriot of August 28, 1835. Mr. R. B. Sullivan, the successor of William Lyon Mackenzie in the mayoralty, was the mayor at the time. He was afterwards one of the judges of the Court of Common Pleas. The bridges presented to the city on this occasion had a brief existence. A few years later they were carried away by spring floods in the Don. What was now the Island, but was then a peninsula, was once plentifully stocked with goats, the offspring of a colony established by Governor Hunter at Gibraltar Point for the sake of the nourishing properties of goats' milk. These animals were destroyed during the war of 1812. At a period antedating the stocking of the peninsula large quantities of goats ran at large on Goat Island, adjoining the Falls of Niagara. They were reared by an English soldier named Stodman, who, on escaping a massacre of his comrades in the neighbourhood of what is now Lewiston, at the hands of the Iroquois, soon after the conquest of the country, fled thither, and led a Robinson Crusoe sort of life until his death. In Captain Bonnycastle's books on Canada he discoursed freely and often satirically on

persons, customs and places. The cottage on the bay shore has long since disappeared, and the bank has been cut down to make way for the railroad tracks.

## CHAPTER CCL.

### THE FIRST CAB IN THE CITY.

#### The Early History of Public Conveyances and Some of the Men Who Drove Them.

East of Parliament street is a section of the city abounding in short, narrow streets, thickly built up with houses of moderate size. Eastern avenue is one of the thoroughfares traversing this district. No. 54 of this street is a very small one storey frame building, painted almost black by wind and weather. Here for more than fifty years has lived a well known coloured man named Thornton Blackburn. In one of the doors in his house he points out to the visitor a panel shattered by a bullet during the Mackenzie rebellion. Mr. Blackburn came from the United States to Toronto, accompanied by his wife, who is still living, in 1834. For several years he found employment as a table waiter at Osgoode Hall. Previous to this cabs had made their first appearance in Montreal copied from a vehicle then popular in London. Mr. Blackburn obtained the pattern of a Montreal cab and taking it to Paul Bishop, a French Canadian, whose name of L'Eveque—the Bishop—had been Anglicized in Upper Canada, he ordered one made from the design furnished. Bishop, who was a mechanic of great skill, and counted as the best lock-maker in Canada, had a shop at the north-east corner of Sherbourne and Duke streets. He accepted Mr. Blackburn's commission, and in 1837 he delivered to him the first cab built in Upper Canada. This cab has been on exhibition at the York Pioneer's log house in the Exhibition grounds. It was named "The City." The cab was painted yellow and red. The entrance for passengers was from the rear. There was accommodation in it for four passengers. The driver sat on his box in front. One horse drew the vehicle. For several years Mr. Blackburn had the monopoly of the cab business in Toronto. It was found to be so profitable a pursuit that others were tempted to engage in it. One Monday morning Owen, Miller & Mills, carriage makers, on the south side of King street, a little west of York street, turned out for Guest & Griffin, the proprietors of a livery stable on King street east, about the site of Hugh Miller's drug store, six cabs. These were like a little dark-coloured sentry box mounted on wheels.



They were drawn by one horse and carried two persons. The driver sat in front. They were called after the names of the principal lake steamers: The Chief Justice Robinson, Britannia, Queen, Transit, Niagara and Princess Royal. Other cabs built by Owen, Miller & Mills, a few years after Mr. Blackburn's initiation of the movement, were called after the saints who had furnished names to the wards of the city. At first there were no fixed rates, but later, as these public conveyances increased in number certain fares were fixed for one, two or more persons, according to the distance, and also by the hour. For ordinary distances the fare was one shilling for one person and one shilling and sixpence for two. The cab stand was on Church street, at the west side of St. James', where it now is. At first no license was paid. Then a tax was fixed, varying from six to twelve dollars a year. Of late years this has been somewhat increased. The numbering of the vehicles also came into practice at this time. The first cabmen made so much money that soon the business was overdone. Many servants left their masters and went into the new occupation. Amongst these were Charles Abbott, a servant of William H. Boulton, at The Grange; James Alexander Fitzpatrick, and Judge Hagerman's coachman. George Davis, who had been in the service of Lord Tullamore, built a cab which he named after his old master. Later two brothers, John and William Newell went into the business, and about the same time Robert Paul. Mr. Joseph Hazelton is an old Toronto cab owner. His life in one respect is remarkable. He has never travelled in any vehicle but a cab. He was never on a steamboat, a railway train or a street car. He came out to this country in a sailing ship. Some of the cabmen, finding the competition too strong, abandoned cabs altogether and went into the livery business. The first two-horse cab was driven by Louis Walker. Like Bishop, he was a French-Canadian, and like him, too, his name was changed from the French *La Marche* into Walker. He lived on the north side of Duchess street, a few doors east of Sherbourne street. From this time onward cabs, stages, busses and public conveyances of every kind increased with the growth of the city. Mr. Blackburn, the first cab driver in the city, retired from the business with a competency a score of years ago, but he is not forgotten, for grey-haired men now (1888) frequently greet him with the exclamation, "Ha! It is you who drove me to my wedding," or "You are the man who drove my eldest boy to his christening."

## CHAPTER CCII. THE BRIGHT HOUSE.

### **The Old Homestead on Queen Street East—Some Reminiscences of a York Pioneer.**

In the latter part of 1894 a fire broke out in an old frame dwelling house on Queen street east, next door west on the northern side of the street, of the eastern branch of the Bank of Commerce, by which this old homestead of the Bright family was all but destroyed. For nearly sixty years the old-time building, of which an illustration is given, was the residence of John Bright, at the date of his death the oldest inhabitant of the city of Toronto, a place he had lived to see grow from a small village of a few hundred inhabitants to a great city, numbering when he died nearly 200,000 souls.

John Bright was the son of Lewis and Margaret Bright, the former an Englishman who had formerly belonged to the 42nd Regiment, and who came to Canada about the same time that Governor Simcoe did, or perhaps rather earlier, and took up his abode in Three Rivers, Quebec. There, in 1796, the subject of this sketch was born. In 1799, Bright, the elder, came to York, and lived in a slab-built cottage on the site now occupied by the Mail building.

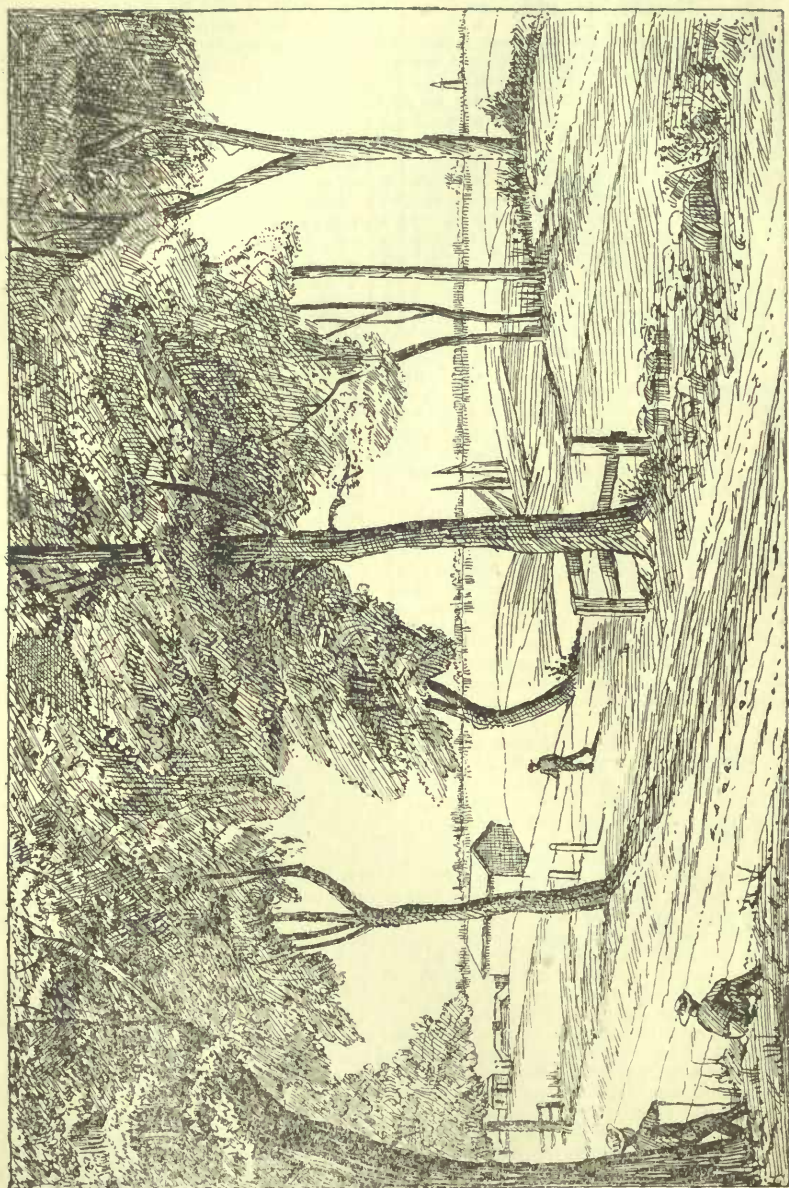
He was principal messenger for a great number of years at the Provincial Parliament buildings, and was assisted for twenty-seven years of that time by his son John. He died in his hundredth year, about 1850.

When the war of 1812 broke out, John Bright took up arms in response to Brock's proclamation calling out the militia, and served throughout the whole of the war. Writing in 1888, just after Mr. Bright's death, Mr. D. B. Read, in one of his works, thus speaks:

"Old veterans like to fight their battles over again. Not long since I had an interview with old Mr. John Bright, 93 years of age, then living below the Don, a veteran of the war of 1812, who was wounded at the battle of Lundy's Lane, for which he received a pension. His eye brightened when his mind was stirred by recalling the scenes of the eventful night of the 25th July, and he could tell how, with the blessed moonlight shining on the combatants, the moon's pale light was brightened by the blaze from the cannons' mouths, a sheet of flame, how man met man, in the fearful carnage of bloody war."

At the close of the war, Bright, still a very young man, little more than a boy, in fact, began business in the meat trade, and continued in it successfully for a great number of years.





FRONT STREET NEAR BATHURST STREET IN 1840.

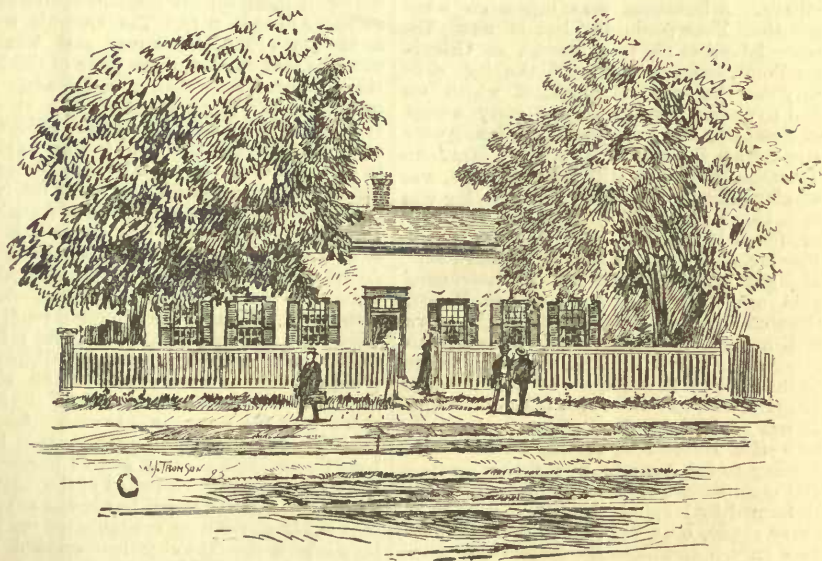


When about thirty years of age he had acquired the plot of land on the north-west corner of Yonge street, where Jamieson's store stood prior to the great fire of March, 1895, and all the land adjoining it, to James street on the west, and to Louisa street on the north. He traded this off afterwards with a man named William Knott, who had built the frame house on Queen street in the early "thirties," for that homestead and adjacent land, receiving in addition a cow as part of the deal.

In 1837 Bright was again in the field against the insurgents, and he greatly

ably spent, John Bright died early in 1888 in his 93rd year. He left behind him a great number of descendants, and a reputation for honesty and plain dealing that any man might envy.

Mr. John Bright had a brother a few years younger than himself named Thomas, who for a very great number of years carried on business as a farrier and blacksmith on the opposite side of Kingston Road to where the old homestead stood. Like John Bright, James was a thorough Tory, and like him too in this respect, that he was a conscientious and painstaking man in all



THE BRIGHT HOUSE, 1820 TO 1894.

lamented that he could not once more go to the front at the Fenian raid in 1866.

Mr. Bright married about 1828, Nancy, daughter of William Knott, formerly of the Queen's Rangers. They had several children, three sons, John, Thomas and William, and four daughters. Thomas Bright was an official at the Court House for many years, dying February 6, 1895. Mrs. Bright died in 1878.

In politics John Bright was a Tory of the Tories, a Church and King man to the backbone, having no sympathy with republicanism or radicalism in any way, shape or form.

After a long life, usefully and honour-

ably undertook. The old blacksmith's forge was a great resort for the old-time residents on the banks of the Don forty years ago. There occasionally gathered together John Thomson, John Smith and Captain Sparks. George Leslie would come in now and then, also many of the Elliotts from Scarborough and from Agincourt. James passed away in 1892, having passed his 88th birthday, and like his brother and his father he left a pleasant memory behind him.

James Bright passed the whole of his life in Toronto and had a large family. Many of his descendants are still in the city, or in its immediate vicinity, and

one of his sons occupies the old forge and still carries on the same business that his father did before him. A nephew of his resided for many years on Queen street west in a pretty cottage just west of Bathurst street.

#### CHAPTER CCIII.

### THE ISLAND LIGHTHOUSE.

**The Building on Grindstone Point Completed in the year 1808.**

One of the first, perhaps the very first, necessity of a port is a lighthouse. Although such a guide to lake navigators was projected and begun at a very early period it was not finished until York had become quite a village. A lighthouse was begun on what was then York peninsula, but is now Toronto Island at the point known as Gibraltar Point, before the close of the last century and the vessel Mohawk, of which we had frequent mention in the early annals of the town, was employed in bringing over stones from Queenston to build it. Mr. John Thomson, who was still living in 1873, was employed in its erection. The building was then begun, but evidently was not completed, for in 1803 an Act was passed by the Provincial Legislature for the establishment of lighthouses on the south-westernmost point of a certain island called Isle Forest, situated about three leagues from the town of Kingston in the Midland District, another upon Mississauga Point at the entrance to the Niagara River near to the town of Niagara, and the other upon Gibraltar Point. It was not practicable to carry the Act fully into effect before 1806 at the earliest. According to the Act a fund for the erection and maintenance of these lighthouses was to be formed by levying threepence per ton on every vessel, boat, raft, or other craft of ten tons burden and upwards doubling the point named, inward bound. That lighthouse duty should be levied at a port when there was no lighthouse became a grievance, and in 1818 it was enacted that no vessel, boat, raft, or other craft of the burden of ten tons and upwards should be liable to pay any lighthouse duty at any port where no lighthouse was erected, any local law or usage to the contrary notwithstanding. But the lighthouse at York was not completed until 1808 at the earliest, for in the *Gazette* of March 16th of that year the announcement is made that a lighthouse is about to be immediately established on Gibraltar Point at the entrance to York harbour. The *Gazette* remarks: It is with pleasure we inform the public that the dangers to vessels navigating Lake Ontario will in a great measure be avoided by the erection of a lighthouse on

Gibraltar Point which is to be immediately completed in compliance with an address of the House of Assembly to the Lieutenant-Governor. For a considerable period all vessels were signalled by a flag from the lighthouse. The accompanying illustration shows the lighthouse on the Point.

#### CHAPTER CCIV.

### TWO WESTERN PIERS.

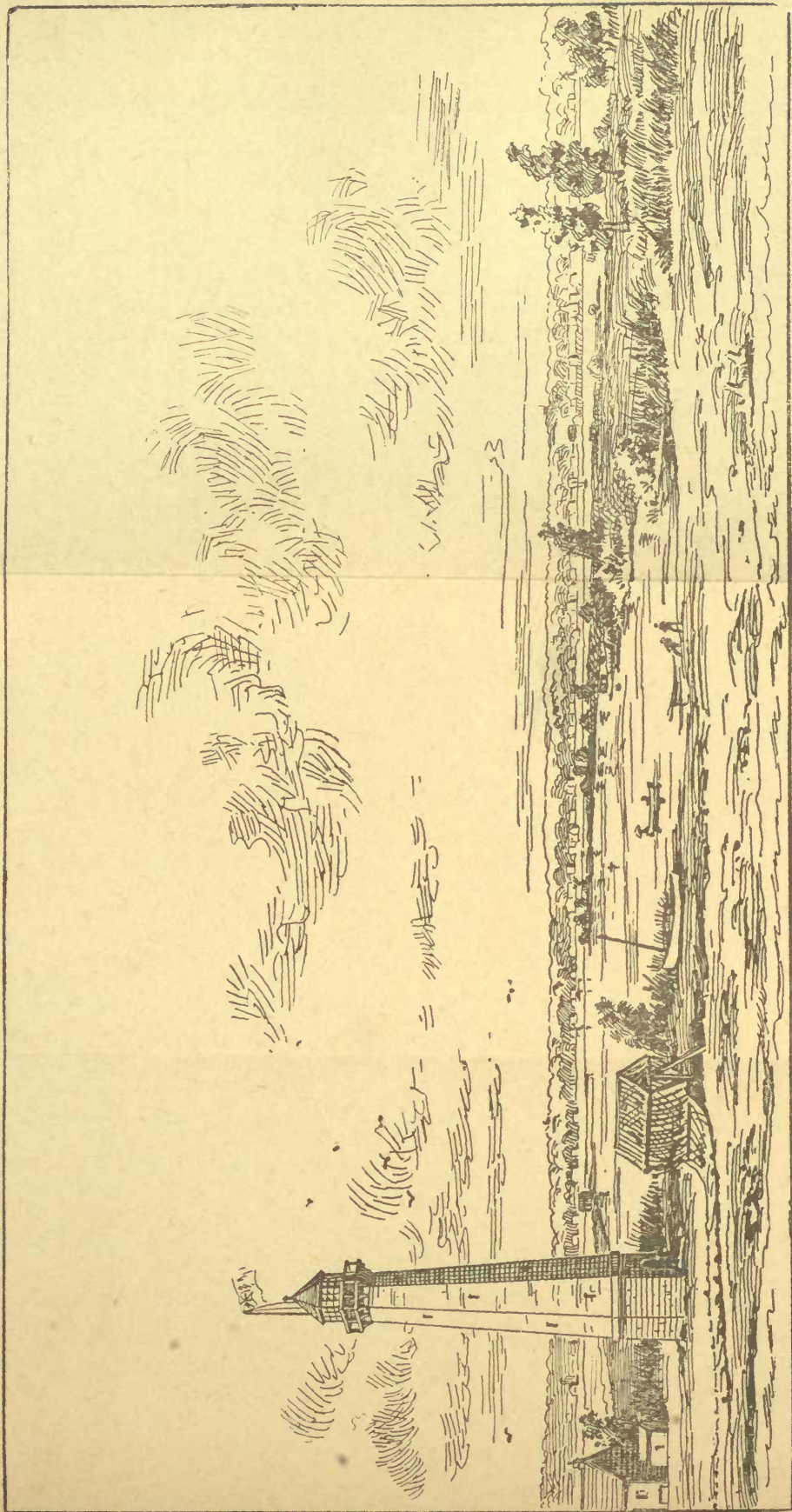
**Views of the Northern Railway Pier and Queen's Wharf from the East and West.**

In 1852 the Board of Harbour Commissioners decided that a winter harbour along the western bay shore was a convenient and desirable thing for the accommodation of the shipping of this port. The Queen's wharf at the foot of Bathurst street and what in now the easternmost of the piers of the Northern railroad were then in existence. Accordingly, Mr. J. G. Howard, the veteran engineer of High Park, in March, 1853, submitted a plan for an outside winter harbour to the west of the Queen's wharf and for an inside winter harbour in the water lot lying east of the Queen's wharf and up to the Northern pier; these water lots stretching out as far as what is known as the windmill line. As soon as this plan of the Harbour Commissioners became known, Mr. Cumberland, then the President of the Northern road, had cribs sunk and booms put down for rafting timber, thus shutting off the possibility of using any considerable space of the water lot between the Queen's wharf and the Northern pier for a winter harbour. An arrangement was effected by which the Harbour Commission secured a small portion of the water lot to the eastward of the eastern line of the Queen's wharf but it was so small that it has never been available for the purpose intended. The city then cribbed and filled in at a cost of \$10,000, the water lot west of the Queen's wharf which had been intended for the outer harbour, but the Canadian Pacific Railroad one night set a large gang of men at work putting tracks down on it and thus stole the property and the improvements at the same time. The first Northern pier was that running at an angle eastward from the foot of Brock street. On this pier stands the grain elevator shown in view No. 2. Since that time several piers have been constructed between this and the Queen's wharf. View No. 1 is taken from the original Northern pier looking west with the Queen's wharf in the distance showing the booms and the logs. View No. 2 shows the Northern pier and elevator looking from the west with a small portion of the booms and logs.



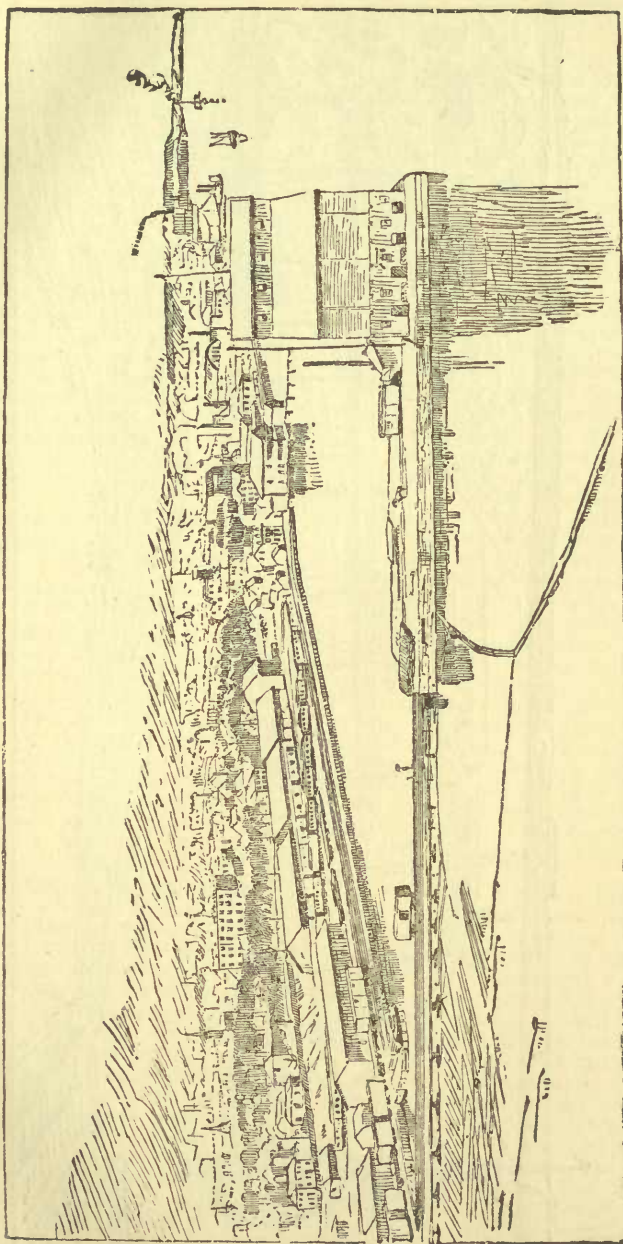
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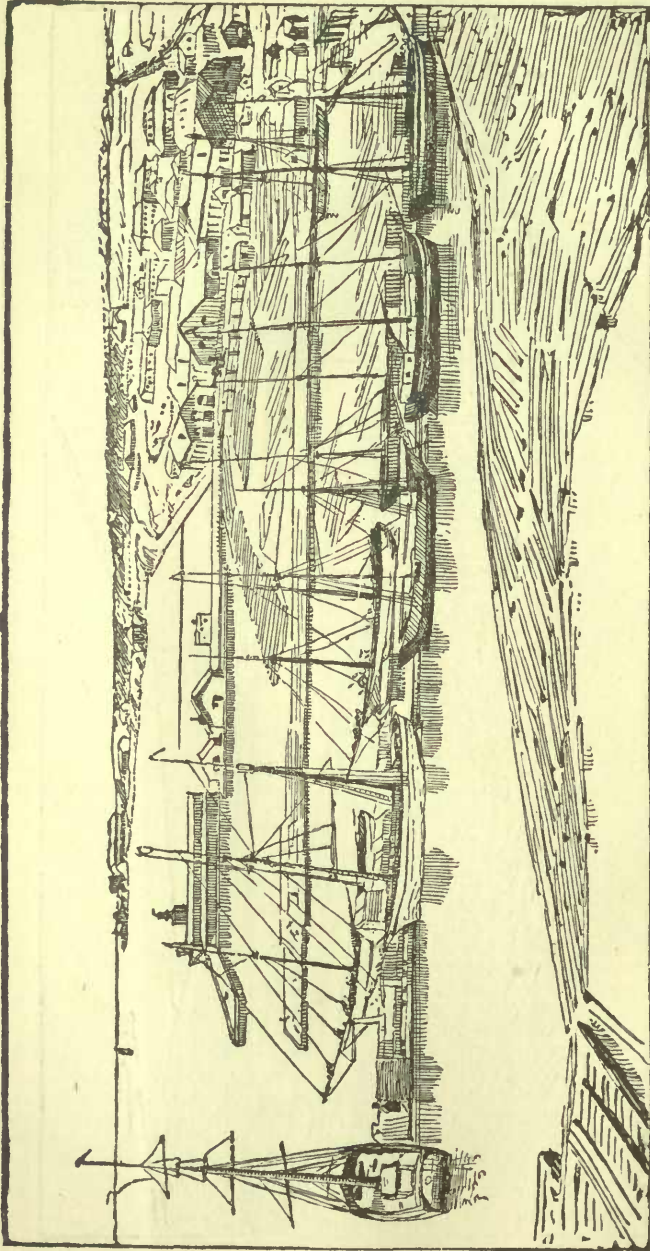
THE ISLAND LIGHTHOUSE, 1808.





NORTHERN RAILROAD PIER.





QUEEN'S WHARF LOOKING WEST.

## CHAPTER CCV. THE OLD POOL IN THE PARK.

### An Artificial Miniature Lake Which Once Ornamented the University Grounds.

Those familiar with Queen's Park and the University Grounds have not failed to observe the deep gully or ravine which lies between the University buildings and the pathway. Originally a small stream ran through this cove. Subsequently it was thought proper to build a dam across the stream and so construct a miniature lake. This was done and the pond so formed remained in existence for a considerable length of time. Finally, however, the water grew stagnant and the general offensiveness of the pool was enhanced by the fact that it was made a convenient place of execution and burial for all the worthless cats and dogs in the neighbourhood. A drain was built, the water of the lake was let off, and now the ravine presents much the same appearance as originally. The illustration shows the lake as it was.

## CHAPTER CCVI. YORK'S FIRST BAZAAR.

### A Piece of Music Composed For and Sung On That Occasion.

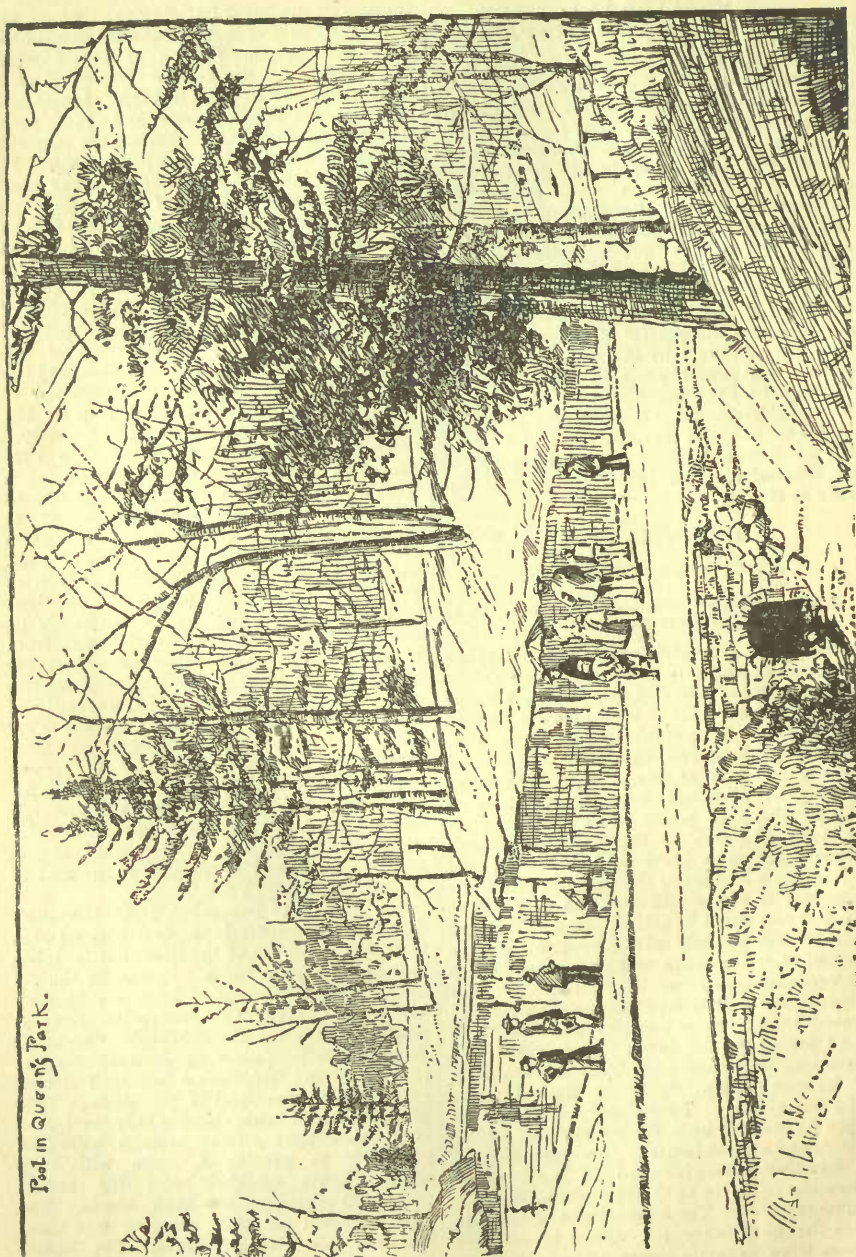
Along the edge of the bay just west of the western extremity of the present Parliament House grounds formerly ran a shingly beach of a width sufficient to admit of the passage of vehicles. Back of this beach was the cliff, extending along the bay front, fifteen or twenty feet high at this point. The commissariat store-houses were situated here on this beach—long white structures of wood with the shutters of the windows always closed built on a level with the bay, yet having an entrance in the rear by a narrow gangway from the cliff above on which close by was the guard house, a small building painted a dull colour with a roof of one slope inclining to the south and an arched stoop or verandah open to the north. A light bridge over a deep watercourse led up to the guard-house. Here a sentry was now to be seen pacing up and down. Over other depressions or ravines close by were long to be seen some platforms or floored areas of stout plank. These were said to be spaces occupied by different portions of the renowned canvas-house of Governor Simcoe, a structure manufactured in London and once the property of Captain Cook, the circumnavigator. The convenience of its plan and the hospitality for which it afforded room were favourite topics among the companions of the Governor. Some way to the east of the commissariat store-houses was

the site of the naval building yard where an unfinished ship of war and the materials collected for the construction of others were destroyed when the United States' forces took possession of York in 1813. It appears that Col. Joseph Bouchette had just been pointing out to the Government the exposed condition of the public property here. In his British North America he remarks that "the defenceless situation of York, the mode of its capture and the destruction of the large ship then on the stocks were but too prophetically demonstrated in my report to headquarters in Lower Canada on my return from a responsible mission to the capital of the Upper Province in the early part of April. Indeed the communication of the result of my reconnoitring operations and the intelligence of the successful invasion of York and the firing of the new ship by the enemy were received almost simultaneously."

The Governor-in-chief, Sir George Prevost, was blamed for having permitted a frigate to be laid down in an unprotected position. "Veritas" a correspondent of the *Montreal Herald* in 1815, says that there was a "striking impropriety in building at York without providing the means of security there as the works of defence projected by General Brock—when he contemplated before the war the removal of the naval depot from Kingston to York by reason of the proximity of the former to the States in water, by the ice—were discontinued by order of Sir George Prevost that is—and never resumed. The position intended to have been fortified by General Brock, near York, was capable of being made very strong had his plan been executed, but as it was not nor any other plan of defence adopted, a shipyard without protection became an allurement to the enemy as was felt to the cost of the inhabitants of York."

On the 28th of December, 1833, the interior of the commissariat store decorated with flags was the scene of the first charitable bazaar held in these parts. It was for the relief of distress occasioned by a recent visitation of cholera. The enterprise was remarkably successful. Sibbald's *Canadian Magazine* in the following January says of it: "All the fashionable and well-disposed attended; the band of the gallant 79th played, at each table stood a lady and in a very short time all the articles were sold profitably to gentlemen, who will keep as the apple of their eye the things made and presented by such hands. The sum collected on this occasion was three hundred and eleven pounds. The bazaar was under the patronage of Lady Colborne." Herewith is presented a fac simile of a piece of music called *The Raven Plume*, written







THE RAVEN PLUME

ROMANCE

From a WELSH LEGENDARY tale

Written for the York Bazaar Concert  
under the Patronage of

LADY COLBORNE

Sung on that occasion by J. B. Gordon Esq.  
27 Decr 1835

Most respectfully Inscribed

MISS MARY POWELL OF YORK

by her sincere Friend

Jas. W. Carrall  
Coventry Hall  
28th December 1835

**THE RAVEN PLUME**  
*A*  
**ROMANCE**  
*From a WELSH LEGENDARY Tale*  
 Written for the York Bazaar Concerts  
 under the Patronage of  
**LADY COLBORNE**  
 Sung on that occasion by J. E. Goodson Esq.  
 27<sup>th</sup> Decr. 1835

Most respectfully Inscribed  
 TO  
**MISS MARY POWELL OF YORK**  
 by her Sincere Friend

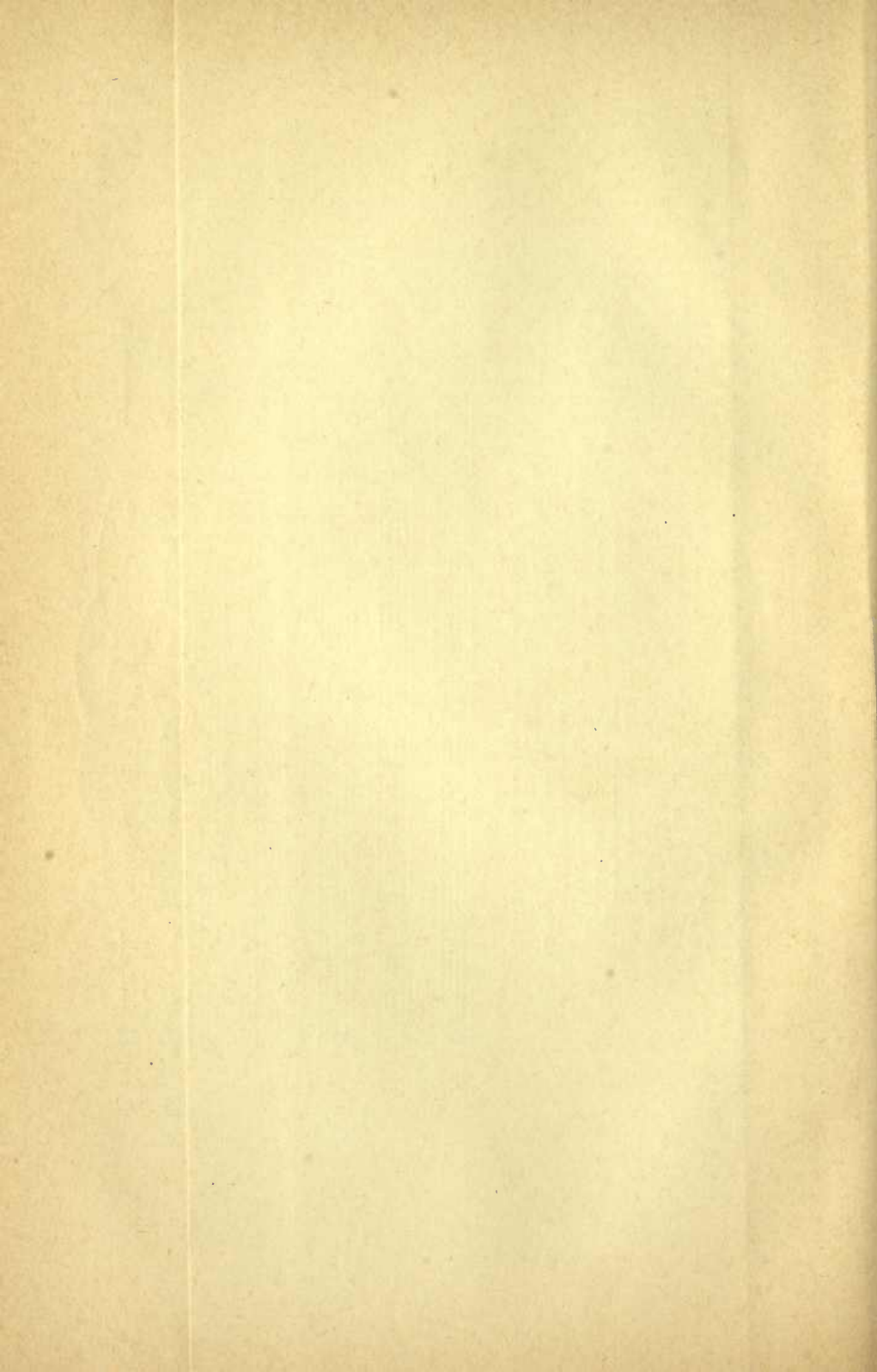
Jas M. Cawdell  
 28<sup>th</sup> Decr 1835  
 88 Goodale Hall

The musical score is written on ten staves. The first staff begins with a treble clef, a common time signature, and a key signature of one flat (B-flat). The melody is written on the upper staff, and the accompaniment is on the lower staff. The lyrics are written below the staves. The score includes a section marked 'S.M.' (Softly and Modestly) and a section marked 'S.M.' (Softly and Modestly) again. The lyrics are as follows:

A Raven was hovering aloft in the air As a prince:  
 The young warrior was marking its flight And he said to his Lady Love  
 Soon shall thou wear That Plume, and that plume shall for ever beam bright  
 The Knight sped his arrow the bird scream and fell Now Morrid remember this  
 raven's scream Dell The Knight sped his arrow the bird scream and fell Now  
 Morrid remember this raven's scream Dell.

Oh Morrid when wandering wounded and weary  
 I sought in thy Cottage a Refuge from Pain  
 Thy Harp and thy voice sweetly thrilling did cheer me  
 And then Harp I heard with many a Rose  
 And said to this Plume, this Plume will be blessed  
 As I place it in front of thy dear swelling breast

And now let the Plume Cup go merrily round  
 Let Jaws Bards strike your Harps to this scene  
 With the proud notes of triumph Oh let them resound  
 For Morrid the lovely is now Queen  
 And brightly for ever for ever the doom  
 Of Morrid's sweet Harp and the Ravens Harp Plumes





for that occasion by James M. Cawdell, dedicated to Miss Mary Powell and sung by J. E. Goodson. Lady Colborne, of course, was the wife of Lieutenant-Governor Sir John Colborne-Lord Seaton, Miss Mary Powell was the daughter of Chief Justice Powell, Mr. J. M. Cawdell was a well-known local pioneer of literature. He published for a short time a magazine of light reading entitled the *Rose Harp*, the bulk of which consisted of graceful compositions in verse and prose by himself. Mr. Cawdell had been an officer in the army. Through the friendship of Mr. Justice Macaulay, afterward Sir James, he was appointed librarian and secretary to the Law Society of Osgoode Hall. He died in 1842.

#### CHAPTER CCVII.

##### A CHURCH STREET CORNER.

The Building at the North-West Corner of Church and Adelaide Streets.

A red brick building stands at the north-

The house which is of two stories and of good size was built about 1832 by a tailor, named Hunter, who carried on his business there and also occupied it as a residence. In 1837 it was the residence of Hugh Scobie, the proprietor of the *British Colonist*. After his death the building was converted into a hotel. Since then it has been used as a saloon for the greater part of the time. When the house was being renovated, on removing the paper from the wall in the front room looking out on Adelaide street, an arch, stretching from the floor nearly to the ceiling, painted on the plaster was discovered on the south wall, showing that the apartment had once been used as a lodge room.

#### CHAPTER CCVIII.

##### THE FIRST YORK REGIMENT.

An Organization of Militia Established Here in 1798—Its Officers.

In 1798, while the Hon. Peter Russell was acting as the President of the Council, between the withdrawal of Governor Simcoe and the appointment of the Hon. Peter



THE N. W. CORNER OF CHURCH AND ADELAIDE STS.

west corner of Church and Adelaide streets opposite the public library, which few persons remember as anything beside a saloon.

Hunter as president, it was decided that there should be a regiment of militia established at York. Accordingly an Order-in-

Council was passed, and Hon. D. W. Smith, Surveyor-General, was appointed colonel. The colonel then drafted the following officers, who were placed on the records and approved by the President-in-Council, as follows :

The Hon. D. W. Smith, Col.  
John Hall, Esq., J. P., clerk of the Hon. E. C., formerly captain in the British militia, Lieut.-Col.

Major—Vacant.  
Deputy-Lieutenants—Wm. Jarvis, Esq., professing to have the Governor's commission as deputy-lieutenant and colonel of the York militia, East Riding.

Richard Beasley, Esq., J. P., member of Parliament, West Riding.

To be captains—Mr. Wm. Graham, formerly a captain in the King's service and now on half pay.

Mr. Fred. Baran de Laen, formerly a captain in the German troops, employed by his Majesty.

Richard Beasley, Esq., member of Parliament, now captain in the Lincoln militia.

John Wilson, Esq., J. P., formerly captain of militia in Nova Scotia.

Mr. Wm. Chewitt, of the Surveyor-General's Department, formerly captain of militia in the Eastern district.

Mr. Wm. Bercozy, said to be already commissioned.

Mr. George Playter, a U. E. Loyalist and pensioned.

Mr. Thomas Ridout, lieutenant, from the Lincoln militia.

Mr. Alex. Burns, secretary to his Honour the President.

Mr. Benjamin Mallory, son-in-law to the late Mr. Dayton.

To be lieutenants :

Mr. John Denison, formerly officer in the British militia.

Mr. W. Allan, lieutenant, from the Lincoln militia.

George Chisholm, Esq., justice of the peace.

Mr. Alexander Wood, merchant.

Mr. Jacob Herkimer, merchant, brother-in-law of the Hon. R. H.

Mr. Edward Wright, formerly quartermaster

Queen's Rangers.

Mr. Archibald Cameron, merchant, formerly

ergant of the Queen's Rangers.

Mr. Thomas Barry, merchant.

Mr. Samuel Heron, merchant.

Mr. Archibald Thomson, formerly a militia

officer.

Mr. Wheeler Douglas, merchant miller.

—Algerman, said to be commissioned.

To be ensigns :

Mr. James Ruggles, merchant, nephew of B.

G. Ruggles.

Mr. Gamble, from Ireland, merchant.

Mr. John Tenbroch, son of Major Tenbroch.

Mr. Samuel D. Cozens, son of Capt. Cozens

and assistant in secretary's office.

Mr. A. T. Ruggles, merchant, nephew of B.

G. Ruggles.

Staff :

Mr. Alex. Macnab, to be adjt. with rank of Lieut.

Mr. Abner Miles, to be quartermaster.

## CHAPTER CCIX.

### NEWMARKET AND SHARON.

**The Region of Upper Yonge Street With a Full Account of David Willson and His Sect, the Children of Peace.**

After passing the region of the Oak Ridges on

Yonge street, at the point where Newmarket came in view toward the east, a large portion of the traffic of Yonge street turned aside for a certain distance out of the straight route to the north in that direction. About this point, the ancient dwellers at York, used to take note of signs that they had passed into a higher latitude. Half a degree to the south of their homes, at Niagara for example, they were in the land, if not of the citron and myrtle, certainly of the tulip tree and pawpaw, where the edible chestnut grew plentifully in the natural woods and the peach luxuriantly flourished.

Now, half a degree the other way in the tramontane region, north of the Ridges, they found themselves in the presence of a vegetation that spoke of an advance, however minute, towards the pole. Here all along the wayside beautiful specimens of the spruce, pine, and balsam fir, strangers in the forest about York, were encountered. Sweeping the sword with their drooping branches and sending up their dark green spires high in the air, these trees were always regarded with interest and desired as graceful objects worthy to be transferred to the lawn or ornamental shrubbery. Thus writes Dr. Henry Scadding to whom we are indebted for this chapter on Newmarket and Sharon.

A little way off the road on the left, just before the turn leading to Newmarket, was the great Quaker meeting-house, of this region—the Friends' meeting-house, a building of the useful plain cast, generally seen with its solid shutters closed up. This was the successor of the first Quaker meeting-house in Upper Canada. Here Mr. Joseph John Gurney, the eminent English Quaker, who travelled on this continent in 1837-40, delivered several addresses with a view especially to the re-uniting, if possible, of the Orthodox and the Hicksites.

Gourlay in his "Statistical Account of Upper Canada," took note that this Quaker meeting-house and a modern chapel at Hogg's Hollow, belonging to the Church of England, were the only two places of worship to be seen on Yonge street between York and the Holland Landing, a distance, he says, of nearly forty miles. This was in 1817.

Following now the wheel marks of clearly the majority of vehicles travelling on the street, we turn aside to Newmarket.

Newmarket had for its germ, or nucleus, the mills and stores of Mr. Elisha Beaman, who emigrated hither from the state of New York in 1806. Here also on the branch of the Holland River, mills at an early date were established by Mr. Mordecai Millard and tanneries by Mr. Joseph Hill. Mr.



Beaman's mills became subsequently the property of Mr. Peter Robinson, who was Commissioner of Crown Lands in 1827, and one of the representatives of the united counties of York and Simcoe, and afterwards the property of his brother, Mr. W. B. Robinson, who for a time resided here, and for a number of years represented the county of Simcoe in the Provincial Parliament. Most gentlemen travelling north, or to the north-west, brought with them from friends in York, a note of commendation to Mr. Robinson, whose friendly and hospitable disposition was well-known. Governors, commodores and commanders-in-chief on their tours of pleasure or duty, were glad to find a momentary resting-place at a refined domestic fireside. Here, Sir John Franklin was entertained for some days in 1835, and at other periods, Sir John Ross and Captain Back, when on their way to the Arctic regions.

In 1847, Mr. W. B. Robinson was Commissioner of Public Works, and at a later period, one of the Chief Commissioners of the Canada Company. Mr. Peter Robinson was instrumental in settling the region in which our Canadian Peterborough is situated, and from him that town has its name.

At Newmarket was long engaged in prosperous business, Mr. John Cawthra, a member of the millionaire family of that name. Mr. John Cawthra was the first representative in the Provincial Parliament of the County of Simcoe, after the separation from the County of York. In 1812, Mr. John Cawthra and his brother Jonathan, were among the volunteers who offered themselves for the defence of the country. Though by nature inclined to peace, they were impelled to this by a sincere sense of duty. At Detroit, John assisted in conveying across the river in scows the heavy guns which were expected to be wanted in the attack on the fort. On the slopes at Queenston, Jonathan had a hair-breadth escape. At the direction of his officer, he moved from the rear to the front of his company, giving place to a comrade, who, the following instant, had a portion of his leg carried away by a shot from Fort Gray, on the opposite side of the river. Also at Queenston, John, after personally cautioning Colonel Macdonell against rashly exposing himself as he seemed to be doing, was called on a few minutes afterwards to aid in carrying that officer to the rear, mortally wounded.

With Newmarket, too, is associated the name of Mr. William Roe, a merchant, then since 1814, engaged at one time largely in the fur trade. It was Mr. Roe who saved from capture a considerable portion of the public funds, when York fell into the hands

of General Dearborn and Commodore Chauncey in 1813. Mr. Roe was at the time an employee in the office of the Receiver-General, Prideaux Selby, and by the order of General Sheaffe and the Executive Council, he conveyed three bags of gold and a large sum in army bills to the farm of Chief Justice Robinson, on the Kingston road, east of the Don bridge and there buried them.

The army bills were afterwards delivered up to the enemy, but the gold remained secreted until after the departure of the invaders and was handed over to the authorities in Dr. Strachan's parlour by Mr. Roe. The Receiver-General's iron chest was also removed by Mr. Roe, and deposited on the premises of Mr. Donald McLean, clerk of the House of Assembly. Mr. McLean was killed while bravely opposing the landing of the Americans and his house was plundered, the strong chest was broken open and about one thousand silver dollars were taken therefrom.

The name of Mr. Roe's partner at Newmarket, Mr. Andrew Borland, is likewise associated with the taking of York in 1813. He was made prisoner in the fight and in the actual struggle against capture, he received six or seven rifle wounds, from the effects of which he never wholly recovered. He had also been engaged at Queenston and Detroit.

In the report of the Loyal and Patriotic Society of Upper Canada, we have an entry made of a donation of sixty dollars to Mr. Andrew Borland on the 11th of June, 1813, with the note appended: "The Committee of the Loyal and Patriotic Society voted this sum to Mr. Borland for his patriotic and eminent services at Detroit, Queenston and York, at which latter place he was severely wounded."

We also learn from the report that Mr. D'Arcy Boulton had presented a petition to the Society in favour of Mr. Borland. The members of committee present at the meeting held June 11th, 1813, were Rev. Dr. Strachan, Chairman; William Chewett, Esq., William Allan, Esq., John Small, Esq., and Alex. Wood, Esq., Secretary, and the minutes state that "the petition of D'Arcy Boulton, Esq., a member of the Society in favour of Andrew Borland, was taken into consideration and the sum of sixty dollars was voted to him on account of his patriotic and eminent services at Detroit, Queenston and York, at which latter place he was most severely wounded." Mr. Borland had been a clerk in Mr. Boulton's store. In the order to pay the money signed by Alexander Wood, Mr. Borland is styled "a volunteer in the York Militia." He afterwards had a pension of twenty pounds a year.



In 1838, his patriotic ardour was not quenched. During the troubles of that period, he undertook the command of 200 Indians, who had volunteered to fight in defence of the Crown of England if there should be need. They were stationed for a time at the Holland Landing, but their services were not required.

From being endowed with great energy of character and having also a familiar knowledge of the native dialects, Mr. Borland had great influence with the Indian tribes frequenting the coasts of Lakes Huron and Simcoe. Mr. Roe, likewise in his dealings with the aborigines, had acquired a considerable facility in speaking the Ojibway dialect and had much influence with the natives.

Let us not omit to record, too, that at Newmarket not very many years since, was successfully practising a grandson of Sir William Blackstone, the commentator on the laws of England, Mr. Henry Blackstone, whose conspicuous talents gave promise of an eminence in his profession, not unworthy of the name he bore. But his career was cut short by death.

The varied character of colonial society, especially in its early crude state, the living elements mixed up in it and the curious changes and interchanges that take place in the course of its development and consolidation receive illustrations from ecclesiastical, as well as civil, annals.

We, ourselves, remember the church edifice of the Anglican communion at Newmarket, when it was an unplastered, unlathed, clapboard shell, having repeatedly officiated in it, while in that stage of its existence. Since then, the congregation represented by that clapboard shell, have had as pastors, men like the following: a graduate of Trinity College, Dublin, not undistinguished in his University, a protegee of the famous Archbishop Magee, a co-worker for a time of the distinguished Dr. Walter Farquhar Hook of Leeds, and minister of one of the modern churches there, the Rev. Robert Taylor, afterwards of Peterborough, here in Canada. And since his incumbency they have been ministered to by a former vicar of a prominent church in London, St. Michael's, Burleigh street, a dependency of St. Martin's in Trafalgar Square, the Rev. Septimus Ramsay, who was also long the chief secretary and manager of a well-known Colonial Missionary Society, which had its headquarters in London.

While on the other hand an intervening pastor of the same congregation, educated for the ministry here in Canada, and admitted to holy orders here, was transferred from Newmarket, first, to the vicarage of

Somerton, in Somersetshire, England, and secondly, to the rectory of Cleuchwarden, in the County of Norfolk in England, the Rev. R. Athill. And another intervening incumbent was, after having been also trained for the ministry and admitted to orders here in Canada, called subsequently to clerical work in the United States, being finally appointed one of the canons of the Cathedral Church at Chicago, by Bishop Whitehouse, of Illinois. This was the Rev. G. C. Street, a near relative of the distinguished English architect of that name, designer and builder of the new law courts in London.

As to the name Newmarket, in its adoption, there was no desire to set up in Canada, a memorial of the famous English Cambridgeshire racing town. The title chosen for the place was an announcement to this effect: Here is an additional mart for the convenience of an increased population, a place where farmers and others may purchase and exchange commodities without being at the trouble of a journey to York or elsewhere. The name of the Canadian Newmarket in fact, arose as probably that of the English Newmarket itself arose when first established as a newly-opened place of trade for the primitive farmers and others of Anglia and Mercia in the Anglo-Saxon period. It deserves to be added that the English Church at Newmarket was years ago to some extent endowed by a generous gift of valuable land made by Dr. Beswick, a bachelor medical man, whose large, white house on a knoll by the wayside, was always noted by the traveller from York, as he turned aside from Yonge street for Newmarket.

Proceeding onwards now from Newmarket, we speedily come to the village of Sharon, or Hope, as it was once named, situated also off the direct northern route of Yonge street.

David Willson, the great notability and founder of the place, had been in his younger days a sailor, and as such had visited the Chinese ports. After joining the Quakers, he taught for a time amongst them as a schoolmaster. For some proceeding of his, or for some peculiarity of religious opinion, he was cut off from the Hicksite subdivision of the Quaker body. He then began the formation of a denomination of his own. In the bold policy of giving to his personal ideas an outward embodiment in the form of a conspicuous temple, he anticipated the shrewd prophets of the Mormons, Joseph and Hiram Smith. Willson's building was erected about 1825. Nauvoo was not commenced until the spring of 1840.

In a little pamphlet, published at Phila-

delphia, in 1815, Willson gives the following account of himself. He says: I, the writer, was born of Presbyterian parents in the county of Dutchess, State of New York in North America. In 1801, I removed with my family into this Province—Upper Canada—and after a few years became a member of the Society of the Quakers at my own request as I chose a spiritual people for my brethren and sisters in religion. But after I had been a member thereof about seven years, I began to speak something of my knowledge of God or a Divine Being in the heart, soul, or mind of man, all which signifies the same thing to my understanding, but my language was offensive, my spirit was abhorred, my person was disdained, my company was forsaken by my brethren and sisters. After which I retired from the Society and was disowned by them for so doing, but several retired with me and were disowned, also because they would not unite in the disowning and condemning the fruits of my spirit, for as I had been accounted a faithful member of the Society for many years, they did not like to be hasty in condemnation. Therefore we became a separate people and assembled ourselves together under a separate order which I immediately formed. After I retired from my former meetings, as our discipline led to peace with all people more than anyone in my knowledge, we called ourselves Children of Peace because we were but young therein.

The following account of the Temple erected by Willson at Sharon is by a visitor to the village in 1835, Mr. Patrick Shirreff, who in his "Tour through North America," published at Edinburgh in 1835 says: The building is of wood, painted white externally, seven y feet high, and consists of three storeys. The first is sixty feet square with a door in the centre of each side and three large windows on each side of the door. On two sides there is a representation of the setting sun and the word "Armageddon" inscribed below. The second storey is twenty-seven feet square with three windows on each side and the third storey nine feet square with one window on each side. The corners of each of the stories are terminated by square lanterns with gilded mountings and the termination of the building is a gilded ball of considerable size. The interior was filled with wooden chairs placed round sixteen pillars, in the centre of which is a square cabinet of black walnut with a door and windows on each side. There was a table in the centre of the cabinet covered with black velvet hung with crimson merino and fringe in which was deposited a Bible. On the four central pillars were painted the words Faith, Hope, Charity and Love, and

on the twelve others the names of the Apostles. The central pillars seemed to support the second storey and at the foot of each was a table covered with green cloth. The house was without ornament, being painted fawn green and white and had not a pulpit or place for addressing an audience. It is occupied once a month for collecting charity and contains 2,952 panes of glass and is lighted once a year with 116 candles.

The materials of the frame work of the Temple Dr. Scadding continues, were prepared at a distance from the site and run rapidly up as far as possible without noise in imitation of the building of Solomon's Temple. By the side of the principal edifice stood a structure, 100 feet by 50 feet, used for ordinary meetings on Sundays. On the first Friday in September used to be an annual feast when the Temple was illuminated. In it was an organ built by Mr. Coates of York.

There was a local membership of the Children of Peace in York and at stated intervals services were held here in the old court house on Richmond street, at Lawrence's hotel and in the small brick schoolhouse on Berkeley street. Considerable crowds assembled on these occasions and once a panic arose as preaching was going on in the public room of Lawrence's hotel; the joists of the floor were heard to crack, a rush was made to the door and several leaped out of the windows. A favourite topic of Willson's was "Public Affairs, their Total Depravity," coupled with denunciations of the so-called Family Compact. Into these points, Mr. Willson would enter with great zest. When waxing warm in his discourse he would sometimes, without interrupting the flow of his words, suddenly throw off his coat and suspend it on a nail or pin in the wall, waving about with freedom during the residue of his oration a pair of sturdy arms arrayed not indeed in the dainty lawn of a bishop; but in stout, well-bleached American factory. His address was divided into sections between which hymns of his own composing were sung by a company of females, dressed in white, sitting on one side, accompanied by a band of musical instruments on the other.

David was an illiterate mystic as his writings show. At the close of the war of 1812, he appears to have been under the impression that the Government designed to banish him as a seditious person. He accordingly published a document deprecating such action. These are extracts from it.

Address to thy crown, O, England, and thy great name. I write as follows to all the inhabitants thereof. After I have written I will leave God to judge between you



and me and also to make judges of you, whether you will receive my ministry in your land in peace, yea or nay. Ye are great indeed. I cannot help that, neither do I want to, but am willing ye should remain great in the sight of God, although I am but small in the things, thereof. Now choose whether I should or might be your servant in these things, yea or nay. As I think it would be a shame for a minister to be banished from your nation by preaching the gospel of peace therein. I am a man under the visitation of God's power in your land and many scandalous reports are in circulation against me. The intent of the spirit of the thing is to put me to flight from your dominions or that I should be imprisoned therein. For which cause I as a dutiful subject make myself known hereby unto you of great estate in the world lest your minds should be affected and stirred up against me without a cause by your inferiors, who seek to do evil to the works of God whenever the Almighty is trying to do you good.

In some verses of the same date as this address to the home authorities in 1815, he refers to the peril he supposed himself to be in. A few stanzas will suffice as a specimen of his poetical productions. Thus he sings :

The powers of hell are now combined  
With war against me rage,  
But in my God my soul's resigned  
The rock of every age.

Some then doth sit in King's estate  
And some or earth must serve  
And some hath gold and silver plate  
When others almost starve.

The earth doth hunger for my blood  
And Satan for my soul,  
And men my flesh for daily food  
That they may me control.

If God doth give what I receive  
The same is due to thee,  
And thou in spirit must believe  
In gospel liberty.

It's also mine by George our King  
The ruler of my day,  
And yet if I dishonour bring  
Cut short my feeble stay:

For this is in your hearts to do  
Ye inferiors of the earth,  
And it's in mine to do so too,  
And stop that cursed birth,

The style of a volume styled "Impressions," a kind of Alcoran, which used to be sold to visitors in the Temple, does not rise much above the foregoing either in its verse or prose.

In "Canada as it Was, Is, and May Be," Captain Bonnycastle thus speaks of David Willson: At a short distance from Newmarket, which is about three miles to the right of Yonge street near its termination at

the Holland Landing on a river of that name, running into Lake Simcoe, is a settlement of religious enthusiasts who have chosen the most fertile part of Upper Canada, the country near and for miles round Newmarket for the seat of their earthly tabernacle. Here numbers of deluded people have placed themselves under the temporal and spiritual charge of a high priest, who calls himself David. His real name is David Willson. The Temple, as the building appropriated to the celebration of their rites is called, is served by this man who affects a primitive dress and has a train of virgin ministrants clothed in white. He travels about occasionally to preach at towns and villages in a waggon followed by others, covered with white tick-clothes, but what his peculiar tenets are beyond that of dancing and singing and imitating David, the King, I really cannot tell, for it is altogether too farcical to last long, but Mr. David seems to understand clearly as far as the temporal concerns of his infatuated followers go that the old-fashioned signification of *meum* and *tuum* are religiously centered in his own *sanctum*.

The following notice of the Children of Peace occurs in Patrick Swift's Almanac for 1834—This Society numbers about 280 members in Hope, east of Newmarket. They have also stated places of preaching at the Old Court House, York, on Yonge street and at Markham. Their principal speaker is David Willson, assisted by Murdoch McLeod, Samuel Hughes and others. Their music, vocal and instrumental, is excellent, and their preachers seek no pay from the Governor out of the taxes.

On week days, Willson was often to be seen like any other industrious yeoman, driving into town his own waggon, loaded with the produce of his own farm, dressed in home-spun as the "bore-folk" of Yonge street generally were. In the axis of one eye there was a slight divergency.

Willson neither won martyrdom nor suffered exile, but lived on in great worldly prosperity in Sharon, revered by his adherents as a sort of oracle and flattered by attentions from successive political leaders on account of the influence which he might be supposed locally to possess, down to the year 1856, when he died, aged 89.

## CHAPTER CCX.

### UPPER YONGE STREET.

*The Appearance of the Great Northern Road With Sketches of Its Early Inhabitants From Bond's Lake to the Holland Landing.*

For the following chapter descriptive of Yonge street and its early residents from



Bond's Lake to the Holland Landing, we are indebted to the Rev. Dr. Scadding who has made exhaustive inquiries into the early history of Yonge street from the Bay to its upper extremity.

After leaving Bond's Lake, we now speedily passed Drynoch, lying off to the left on elevated land, the abode of Capt. Martin McLeod, formerly of the Isle of Skye. The family and domestic group, systematized on a large scale at Drynoch here, was a Canadian reproduction of a chief ain's household.

Capt. McLeod was a Scot of the Norse Vikingur type of robust, manly frame, of noble, frank and tender spirit, an Ossianist, too, and in the Scandinavian direction, a philologist. Sir Walter Scott would have made a study of Capt. McLeod and may have done so. He was one of eight brothers, who all held commissions in the army. His own military life extended from 1808 to 1832. As an officer successively of the 27th 79th and the 25th regiments, he saw much active service. He accompanied the force sent over to this continent in the war of 1812-13. It was then that for the first time saw the land which was to be his final home. He was present likewise at the affair at Plattsburg and also at the attack on New Orleans. He afterwards took part in the Peninsular war and received a medal with four clasps for Toulouse, Orthes, Nive and Nivelle. He missed Waterloo, unfortunately, as he used to say, but he was present with the allied troops in Paris during the occupation of that city in 1815. Of the 25th regiment, he was for many years adjutant and then paymaster. Three of his uncles were general officers.

It is not inappropriate to add that the Major McLeod who received the honour of a companionship in the Order of St. Michael and St. George for distinguished services in the Red River expedition of 1870, was a son of Captain McLeod of Drynoch. That in and about the Canadian Drynoch, Gaelic should be familiarly heard was in keeping with the general character of the place. The ancient Celtic tongue was in fact a necessity, as among the dependents of the house, there were always some who had never learned the English language. Drynoch was the name of the old home in Skye. The Skye Drynoch was an unfenced, hilly, pasture farm of about ten miles in extent, yielding nutriment to herds of wild cattle and some 8,000 sheep. Within its limits, a lake, Loch Brockadale, is still the haunt of the otter, which is hunted by the aid of the famous terriers of the island, a mountain stream abounds with salmon and trout while the heather and bracken of the slopes shelter grouse and other game.

Whittaker in his "History of Whaley" quoted by Hallam in his "Middle Ages," describes the aspect which as he supposes a certain portion of England presented to the eye as seen from the top of Pendle Hill in Yorkshire in the Saxon times. The picture which he draws, we in Canada can realize with great perfectness. "Could a curious observer of the present day," he says, "carry himself nine or ten centuries back and ranging the summit of Pendle survey, the forked vale of Calder on one side and the border margins of Ribble and Hodder on the other, instead of populous towns and villages the castles, the old tower built house, the elegant modern mansion, the artificial plantation, the enclosed park and pleasure ground instead of uninterrupted enclosures which have driven sterility almost to the summit of the fells, how great then must have been the contrast when ranging either at a distance or immediately beneath his eye must have caught vast tracts of forest ground stagnating with bog or darkened by native woods where the wild ox, the roe, the stag and the wolf had scarcely learned the supremacy of man, when directing his view to the intermediate spaces, to the widening of the valleys or expanse of plains beneath he could only have distinguished a few insulated patches of culture each encircling a village of wretched cabins among which would still be remarked one mansion of wood scarcely equal in comfort to a modern cottage, yet then rising proudly eminent above the rest where the Saxon lord surrounded by his faithful cotarii, enjoyed a rude and solitary independence having no superior but his sovereign."

This writer asks us to carry ourselves nine or ten centuries back to realize the picture which he has conceived. From the upland here in the vicinity of Drynoch, less than half a century ago, gazing southwards over the expanse thence to be commanded, we should have beheld a scene closely resembling that which as he supposed was seen from the summit of Pendle in the Saxon days, while at the present day we see everywhere throughout the same expanse an approximation to the old mother lands England, Scotland and Ireland in condition and appearance in its style of agriculture and the character of its towns, villages, hamlets, farm houses and country villas!

We now enter a region once occupied by a number of French military refugees. During the revolution in France at the close of the last century many of the devotees of the royal cause passed over into England where as elsewhere they were known and spoken of as *Emigres*. Amongst them were

numerous officers of the regular army all of them, of course, of the noblesse order or else, as the inherited rule was, no commission in the King's service could have been theirs. When now the royal cause became desperate and they had suffered the loss of all their worldly goods the British Government of the day in its sympathy for the monarchical cause in France offered them grants of land in the newly organized Province of Upper Canada.

Some of them availed themselves of the generosity of the British Crown. Having been comrades in arms they desired to occupy a block of contiguous lots. Whilst there was yet almost all Western Canada to choose from by some chance these Oak Ridges, especially difficult to bring under cultivation and somewhat sterile, when subdued were preferred, partly perhaps through the influence of sentiment, they may have discovered some resemblance to regions familiar to themselves in their native land. Or in a mood inspired and made fashionable by Rousseau, they may have longed for a lodge in some vast wilderness where the mortal coil which had descended upon the old society of Europe should no longer harass them. When twitted by the passing wayfarer who had selected land in a more propitious situation they would point to the gigantic boles of the surrounding pines in proof of the intrinsic excellence of the soil below which must be good, they said, to nourish such a vegetation.

After all, however, this particular locality may have been selected rather for them than by them. On the early map of 1798, a range of nine lots on each side of Yonge street, just here in the Ridges is bracketed and marked "French Royalists by order of his Honour" &c. the President, Peter Russell. A postscript to the *Gazetteer* of 1799 gives the reader the information that "lands have been appropriated in the rear of York as a refuge for some French Royalists, and their settlement has commenced."

On the Vaughan side, No. 56, was occupied conjointly by Michel Saigeon and Francis Reneoux, No. 57, by Julien de Bugle, No. 58 by Reni Aug Comte le Chalus, Amboise de Farcy and Quetton St. George conjointly, No. 59 by Quetton St. George, No. 60 by Jean Louis Vicomte des Chalus. In King, No. 61 by Reni Aug Comte de Chalus and Augustine Boiton conjointly. On the Markham side, No. 52 is occupied by the Comte de Puisaye, No. 53 by Reni Aug Comte de Chalus, No. 54 by Jean Louis Vicomte de Chalus and Reni Aug Comte de Chalus, conjointly. No. 55 by Jean Louis Vicomte de Chalus, No. 66 by la Chevalier de Marseuil and Michael Fanchard conjointly.

ly, No. 57 by the Chevalier de Marseuil, No. 58 by Reni Letourneaux, Augustine Boiton and J. L. Vicomte de Chalus conjointly, No. 59 by Quetton St. George and Jean Furon conjointly, No. 60 by Amboise de Farcy. In Whitechurch, No. 61 by Michel Saigeon.

After felling the trees in a few acres of their respective allotments some of these *Emigres* withdrew from the country. Hence in the Ridges was to be seen here and there the rather unusual sight of abandoned clearings returning to a state of nature.

James Strachan, the brother of Bishop Strachan, who visited York in 1819, describes the process of obtaining grants of land. He says that the emigrant coming to York reports at the Lieutenant-Governor's office and shows that he has come from some part of the United Kingdom and can by the English laws hold land. He then takes the oath of allegiance and makes a petition for a certain amount of the waste lands of the Crown. He is then referred to the Surveyor General to see if any person has ever been granted the lands applied for. If not the petition is read to the Council and the Lieutenant-Governor is recommended to grant the prayer of the petitioner for 100, 200 and in some cases 400 and 600 and even 1200 acres. The lands are granted on condition that they cannot be disposed of for three years, and that five acres on each one hundred acres granted must be cleared and also half the roadway in front of the same must be cleared before the deed is issued. Mr. Strachan then gives the fees which must be paid to the Government for grants ranging from 100 to 1200 acres. These are as follows: 100 acres, £5 14s. 1d.; 200 acres, £16 17s. 6d.; 300 acres, £24 11s. 7d.; 400 acres, £32 5s. 8d.; 500 acres, £39 19s. 9d.; 600 acres, £47 18s. 10d.; 700 acres, £55 17s. 11d.; 800 acres, £63 2s.; 900 acres, £70 16s.; 1,000 acres, £78 10s. 2d.; 1,100 acres, £86 4s. 3d.; 1,200 acres, £93 18s. 4d.

The officers styled Comte and Vicomte de Chalus derived their title from the domain and castle of Chalus in Normandy associated in the minds of readers of English history with the death of Richard Cœur de Lion. Jean Louis de Chalus whose name appears on numbers 54 and 55, Markham, and on other lots, was a Major General in the Royal Army of Brittany. At the balls given by the Governor and others at York, the jewels of Madame la Comtesse created a great sensation, wholly surpassing everything of the kind that had hitherto been seen by the ladies of Upper Canada. Amboise de Farcy of No. 58, in Vaughan, and No. 60 in Markham, had also the rank of General. Augustin Boiton of No. 48 in



Markham, and No. 61 in Vaughan, was a Lieutenant-Colonel.

The Comte de Puisaye of No. 52 in Markham, figures conspicuously in the contemporary accounts of the Royalist struggle against the Convention. He, himself, published in London in 1803, five octavo volumes of memoirs, justifications of his proceedings in that contest. Carlyle in his "French Revolution" speaks of de Puisaye's work and referring to the so-called Calvados war says that those who are curious in such matters may read therein "how our Gerondin National forces, i. e., the Moderates marching off with plenty of wind music were drawn out about the old chateau of Brecourt in the wood country near Vernon (in Brittany) to meet the Mountain National forces (the Communist) advancing from Paris. How on the fifteenth afternoon of July, 1793, they did meet! and as it were shrieked mutually and took mutually to flight without loss. How Puisaye thereafter—for the Mountain Nationals fled first and we thought ourselves the victors—was roused from his warm bed in the Castle of Brecourt and had to gallop without boots, our Nationals in the night watches having fallen unexpectedly into *sauve qui peut*."

Carlyle alludes again to this misadventure when approaching the subject of the Quiberon expedition two years later toward the close of La Vendee war. Affecting for the moment a prophetic tone in his peculiar way Carlyle proceeds thus introducing at the close of his sketch de Puisaye once more, who was in command of the invading force spoken of although not undividedly so. "In the month of July, 1795, English ships," he says, "will ride in Quiberon roads. There will be debarkation of chivalrous *ci-devants* (i. e. ex-noblesse) of volunteer prisoners of war, eager to desert, of firearms proclamations, clothes chests, royalist and specie. Whereupon also on the Republican side there will be rapid stand to arms with ambuscade marchings by Quiberon beach at midnight, storming of Fort Penthiou. War thunder mingling with the war of the mighty main and such a morning light as has seldom dawned, debarkation hurled back into its boats or into the devouring billows with wreck and wail; in one word a *ci-devant* Puisaye as totally ineffectual here as he was at Calvados, when he rode from Vernon Castle without boots."

The impression which Carlyle gives of M. de Puisaye, is not greatly bettered by what M. de Lamartine says of him in the "History of the Gerondists" when speaking of him in connection with the affair near the Chateau of Brecourt. He is then ranked with adventurers rather than heroes. "This

man," de Lamartine says, "was at once an orator, a diplomatist and a soldier—a character eminently adapted for civil war which produces more adventurers than heroes." De Lamartine describes how prior to the repulse at Chateau Brecourt, "M. de Puisaye had passed a whole year concealed in a cavern in the midst of the forests of Brittany, where by his manoeuvres and correspondence he kindled the fire of revolt against the Republic." He professed to act in the interests of the Moderates, believing that through his influence they would at last be induced to espouse heartily the cause of constitutional royalty.

Thiers in his "History of the French Revolution," speaks in respectful terms of Puisaye. He says that "with great intelligence and extraordinary skill in uniting the elements of a party he combined extreme activity of mind and vast ambition" and even after Quiberon, Thiers says "it was certain that Puisaye had done all that lay in his power." De Puisaye ended his days in England in the neighbourhood of London in 1827. In one of the letters of Mr. Surveyor Jones, we observe some of the improvements of the Oak Ridges spoken of as "Puisaye's Town."

It is possibly to the settlement thus only in contemplation of *emigres* here in the Oak Ridges of Yonge street that Burke alludes, when in his Reflections on the French Revolution he says: "I hear that there are considerable emigrations from France, and that many quitting that voluptuous climate and that seductive Circean liberty have taken refuge in the frozen regions and under the British despotism of Canada."

The frozen regions of Canada, the great rhetoricians expression in this place, has become a stereotyped phrase with declaimers. The reports of the first settlers at Tadousac and Quebec made an indelible impression on the European mind. To this day in trans-Atlantic communities it is realized only to a limited extent that Canada has a spring, summer and autumn, as well as a winter, and that her skies wear an aspect not always gloomy and inhospitable. British despotism is of course ironically said and means in reality British constitutional freedom. In some instances these Royalist officers appear to have accepted commissions from the British Crown and so to have become nominally entitled to grants of land.

There are some representatives of the original *emigres* still to be met with in the neighbourhood of the Oak Ridges, but they have not in every instance continued to be seized of the lands granted in 1798. The Comte de Chalus, son of Reni Augustin, re-



tains property here but he lives in Montreal.

An estate, however, at the distance of one lot eastward from Yonge street in Whitechurch is yet in the actual occupation of a direct descendant of one of the first settlers in this region. Mr. Henry Quetton St. George here engaged with energy in the various operations of a practical farmer on land inherited immediately from his father, the Chevalier de St. George at the same time dispensing to his many friends a refined hospitality. If at Glenlonely the circular turrets and pointed roofs of the old French chateau are not to be seen, what is of greater importance the amenities and gentle life of the old French chateau are to be found.

A large group of superior farm buildings formerly seen on the right just after the turn which leads to Glenlonely, bore the graceful name of Larchmere, an appellation glancing at the mere or little lake within view of the windows of the house, a sheet of water more generally known as Lake Willcocks, so called from an early owner of the spot, Col. Willcocks. Larchmere was for sometime the house of his great grandson, William Willcocks Baldwin. The house has since been destroyed by fire.

Just beneath the surface of the soil on the borders of the lakelets of the Ridges, was early noticed a plentiful deposit of white shell marl, resembling the substance brought up from the oozy floor of the Atlantic in the soundings preparatory to laying the telegraph cable. It was in fact incipient chalk. It used to be employed in the composition of a whitewash for walls and fences. In these quarters as elsewhere in Canada fine specimens of the antlers of the Wapiti or great American stag were occasionally dug up.

The summit level of the Ridges was now reached, the most elevated land in this part of the basin of the St. Lawrence, a height, however, after all of only about eight hundred feet above the level of the sea. The attention of the wayfarer was hereabout always directed to a small stream which the road crossed flowing out of Lake Willcocks, and then a short distance further on, he was desired to notice a slight swale or shallow morass on the left. The stream in question he was told was the infant Humber just starting south for Lake Ontario, while the swale or morass he was assured was a feeder of the eastern branch of the Holland River, flowing north into Lake Simcoe.

Notwithstanding the comparative nearness to each other of the waters of the Holland and Humber thus made visible to the

eye, the earliest project of a canal in these parts was for the connection, not of the Holland River and the Humber, but of the Holland River and the Rouge or New. The Mississauga Indians attached great importance to the Rouge and its valley as a link in one of their ancient trails between Huron and Ontario, and they seem to have imparted to the first white men their own notions on the subject. "It apparently rises," says the *Gazetteer* of 1799, speaking of the Rouge or New, "in the vicinity of one of the branches of Holland's river with which it will probably at some future period be connected by a canal." A proposed canal is accordingly here marked on one of the first manuscript maps of Upper Canada.

Father St. Lawrence and Father Mississippi pour their streams, so travellers assure us, from urns situated at no great distance apart. Lake Itaska and its vicinity just west of Lake Superior possess a charm for this reason. In like manner to compare small things with great, the particular quarter of the Ridges when the waters of the Humber and the Holland used to be seen in near proximity to each other had always a special interest. Two small lakes called respectively Lake Sproxton and Lake Simon, important feeders of the Rouge, a little to the east of the Glenlonely property, are situated very close to the streams that pass into the east branch of the Holland River, so that the conjecture of the author of the *Gazetteer* was a good one. He says, apparently the sources of the Rouge and Holland lie near each other.

After passing the notable locality of the Ridges just spoken of; the land began perceptibly to decline and soon emerging from the confused glens and hillocks and woods that had long on every side been hedging in the view we suddenly came out upon a brow where a wide prospect was obtained stretching far to the north and far to the east and west. From such an elevation the acres here and there, denuded of their woods by the solitary axemen could not be distinguished, accordingly, the panorama presented here for many a year continued to be exactly that which met the eyes of the first exploring party from York in 1793.

As we used to see it, it seemed in effect to be an unbroken forest in the foreground bold and billowy, and of every variety of green, in the middle distance assuming neutral, indistinct tints, as it dipped down into what looked like a wide vale there, apparently rising by successive, gentle stages, coloured now deep violet, now a tender blue up to the line of the sky. In a depression in the far horizon immediately in front was to be seen the silvery sheen of water.

This, of course, was the lake known since 1793 as Lake Simcoe, but previously spoken of by the French sometimes as Lake Simion or Sheniong, sometimes as Lake Ouentironk, Ouentaron and Toronto, the very name which is so familiar to us now as appertaining to a locality thirty miles southward of this lake.

The French also in their own tongue sometimes designated it, perhaps for some reason connected with fishing operations, *Lac aux Claires*, *Hurdle Lake*. Thus in the *Gazetteer* of 1799, we have "Simcoe Lake, formerly Lake aux Claires. Ouentironk, Sheniong, situated between York and Gloucester upon Lake Huron, it has a few small islands and several good harbours." And again on another page of the same *Gazetteer* we have the article "Toronto Lake (or Toronto) lake la Clie (i. e. Lac aux Claires), was formerly so called by some others, the same article proceeds to say called the chain of lakes from the vicinity of Matchedash towards the head of the Bay of Quinte, the Toronto lakes and the communication from the one to the other was called the Toronto River," whilst in another place in the *Gazetteer* we have the information given us that the Humber was also styled the Toronto River, thus "Toronto River called by some St. John's, now called the Humber."

The regions of which we here obtained a kind of P'sgah view on the northern brow of the Ridges is a classic one, renowned in the history of the Wyandots or Hurons and in the early French missionary annals. Francis Parkman in an agreeably written work entitled "The Jesuits in North America in the Seventeenth Century" has dwelt somewhat at length on the history of this locality which is the well peopled Toronto region, *lieu ou il y a beaucoup de gens*.

In the early reports of the Jesuit fathers themselves this area figures largely. They in fact constructed a map which must have led the central mission board of their association at Rome to believe that this portion of Western Canada was as thickly strewn with villages and towns as a district of equal area in old France. In the "Chorographia Regionis Huroniam" attached to Father du Creux's Map of New France of the date, 1660, given in Bressani's "Abridgement of 'The Relations,'" we have the following places conspicuously marked as stations or sub-missions in the peninsula bounded by Notawasaga Bay, Matchedash, or Surgeon Bay, the River Severn, Lake Couchiching and Lake Simcoe implying population in and round each of them. St. Xavier, St. Charles, St. Louis, St. Ignatius, St. Denis, St. Joachim, St. Athanasius, St. Elizabeth, St. John the Baptist, St. Joseph, St. Mary,

St. Michael, La Conception, St. Mary Magdalene and others.

In Schoolcraft's American Indians, the scene of the story of Aingodon and Naywadha is laid at Toronto by which a spot near Lake Simcoe seems to be meant and not the trading post of Toronto on Lake Ontario.

The farmhouses and their surroundings in the Quaker settlement through which after descending from the Ridges on the northern side, we passed, came to be notable at an early date for a characteristic neatness, completeness and visible judiciousness and for an air of enviable general comfort and prosperity. The farmers here were emigrants chiefly from Pennsylvania. Coming from a quarter where large tracts had rapidly been transformed by human toil from a state of nature to a condition of high cultivation they brought with them an inherited experience in regard to such matters and on planting themselves down in the midst of such a wild, they regarded the situation with more intelligence perhaps than the ordinary emigrant from the British Islands and interior of Germany, and so unretarded by blunders and doubts as to the issue were enabled very speedily to turn their industry to profitable account.

The old *Gazetteer* of 1799 speaks in an exalted sentimental strain of an emigration then going on from the United States into Canada "The loyal peasant," it says, "sighing after the government he lost by the late revolution, travels from Pennsylvania in search of his former laws and protection and having his expectations fu filled by new marks of favour from the Crown in a grant of lands, he turns his plough at once into these fertile plains—the immediate reference is to the neighbourhood of Woodhouse on Lake Erie—and an abundant crop reminds him of his gratitude to his God and to his King."

It is not quite certain whether the Quaker settlers of the region north of the Ridges came into Canada under the influence of feelings exactly such as those described by the *Gazetteer* of 1799. In 1806, however, we find them coming forward in a body to congratulate a new Lieutenant-Governor on his arrival in Upper Canada. In the *Gazette* of Oct. 4, 1806, we read:—"On Tuesday, the 30th September, 1806, the following address from the Quakers residing on Yonge street was presented to his Excellency the Lieutenant-Governor. The Society of the people called Quakers, to Francis Gore, Governor of Upper Canada, sendeth greeting. Notwithstanding, we are a people, who hold forth to the world a principle which in many respects differs from



the greater part of mankind, yet we believe it our reasonable duty as saith the Apostle: 'Submit yourselves unto every ordinance of man for the Lord's sake; whether it be the king as supreme, or unto governors as unto them that are sent by him for the punishment of evil doers and for the praise of them that do well;' in this we hope to be his humble and peaceful subjects. Although we cannot for conscience sake join with many of our fellow-mortals in complimentary customs of man, neither in taking up the sword to shed human blood for the Scripture saith that 'it is righteousness that exalteth a nation, but sin is a reproach to any people,' we feel concerned for thy welfare and the prosperity of the Province, hoping thy administration may be such as to be a terror to the evil-minded and a pleasure to them that do well, then will the province flourish and prosper under thy direction, which is the earnest desire and prayer of thy sincere friends—Read and approved in Yonge street monthly meeting, held the 18th day of the 9th month, 1806. Timothy Rogers and Amos Armitage are appointed to attend on the Governor therewith. Signed by order of the same meeting. Nathaniel Pearson, clerk."

To this address, characteristic alike in the peculiar syntax of its sentences and in the well meant platitudes to which it gives expression, his Excellency was pleased to return the following answer: "I return you my thanks for your dutiful address and for your good wishes for my welfare and prosperity of this Province. I have no doubt of your proving peaceful and good subjects to his Majesty as well as industrious and respectable members of society. I shall at all times be nappy to afford to such persons my countenance and support. Francis Gore, lieutenant-governor. Government House, York, Upper Canada, 30th Sept., 1806."

The Timothy Rogers here named, bore a leading part in the first establishment of the Quaker settlement. He and Jacob Lundy were the two original managers of its affairs. On the arrival of Governor Peter Hunter, predecessor to Governor Gore, Timothy Rogers and Jacob Lundy with a deputation from the settlement came into town to complain to him of the delay which they and their co-religionists had experienced in obtaining the patents for their lands.

Governor Hunter, who was also commander-in-chief and a Lieutenant-General in the army, received them in the Garrison, and after hearing how on coming to York on former occasions they had been sent about from one office to another for a reply to their inquiries about the patents, requested them to come to him again the next

day at noon. Orders were at the same instant despatched to Mr. D. W. Smith, the Surveyor-General, to Mr. Small, clerk of the Executive Council, to Mr. Burns, clerk of the Crown, and to Mr. Jarvis, Secretary and Registrar of the Province, all of whom it appeared at one time or another had failed to reply satisfactorily to the Quakers, to wait at the same hour on the Lieutenant-Governor, bringing with them each respectively such papers and memoranda as might be in their possession, having relation to patents for lands in Whitechurch and King.

Governor Hunter had a reputation for considerable severity of character and all functionaries from the judge on the bench to the humblest employe, held office in those days very literally during pleasure.

"These gentlemen complain"—the personages above enumerated having duly appeared together with the deputation from Yonge street. "These gentlemen complain," the Governor said "that they cannot get their patents."

Each of the official personages present offered in succession some indistinct observations, expressive it would seem of a degree of regret and hinting exculpatory reasons so far as he individually was concerned. On closer interrogation, one thing, however, came out very clear, that the order for the patents was more than twelve months old.

At length the onus of blame seemed to settle down on the head of the Secretary and Registrar, Mr. Jarvis, who could only say that really the pressure of business in his office was so great that he had been absolutely unable up to the present moment to get ready the particular patents referred to.

"Sir!" was the Governor's immediate rejoinder, "if they are not forthcoming, every one of them, and placed in the hands of these gentlemen here in my presence at noon on Thursday next, it is now Tuesday, by George, I'll un-Jarvis you," implying a summary conge as Secretary and Registrar. It is needless to say that Mr. Rogers and his colleagues of the deputation carried back with them to Whitechurch lively accounts of the vigour and rigour of the new Governor, as well as their patents.

General Hunter was very peremptory in his dismissals occasionally. In a *Gazette* of July 16, 1803, is to be seen an ominous announcement that the Governor is going to be very strict with the government clerks in regard to hours: "Lieut. Governor's office. 21st July, 1803. Notice is hereby given that regular attendance for the transaction of the public business of the Province will in future be given at the office of the Secretary of the Province, the Execu-



tive Council Office and the Surveyor-General's Office, every day in the year. Sundays, Good Friday and Christmas Day only excepted, from ten o'clock in the morning until three in the afternoon and from five o'clock in the afternoon until seven in the evening. By order of the Lieutenant-Governor. James Green, Secretary."

Soon after the appearance of this notice, it happened one forenoon, that young Alexander Macnab, a clerk in one of the public offices, was innocently watching the Governor's debarkation from a boat, preparatory to his being conveyed up to the Council Chamber in a sedan chair which was in waiting for him. The youth suddenly caught his Excellency's eye and was asked "what business he had to be there? Did he not belong to the Surveyor-General's Office? Sir! your services are no longer required."

For this same young Macnab thus summarily dismissed, Governor Hunter procured subsequently a commission. He attained the rank of Captain and met a soldier's fate on the field of Waterloo, the only Upper Canadian known to have been engaged or to have fallen in that famous battle. So late as 1868, Captain Macnab's Waterloo medal was presented by the Duke of Cambridge personally to the Rev. Dr. Macnab, of Bowmanville, nephew of the deceased officer.

Two strong characteristic items relating to Governor Hunter may here be subjoined. The following was his brief reply to the Address of the Inhabitants of York on his arrival there in 1799. "Gentlemen, nothing that is in my power shall be wanting to contribute to the happiness and welfare of this colony." At Niagara an address from "the mechanics and husbandmen" was refused by him on the ground that an address professedly from the inhabitants generally had been presented already. On this the *Constellation* of Sept. 10, 1799, prints the following anecdote, which is a hit at Governor Hunter. "Anecdote — When Governor Simcoe arrived at Kingston on his way here to take upon him the Government of the Province, the magistrates and gentlemen of that town, presented him with a very polite address. It was politely and verbally answered. The inhabitants of the country and town who move not in the upper circles presented theirs. And this also his Excellency very politely answered and the answer being in writing is carefully preserved to this day."

Among the patents carried home by Timothy Rogers, above named, were at least seven in which he was more or less interested. His own lot was 95 on the west or

King side of Yonge street. Immediately in front of him on the Whitchurch or east side on lots 91, 92, 93, 94, 95 and 96, all in a row, were enjoyed by sons or near relatives of his bearing the names respectively of Rufus Rogers, Asa Rogers, Isaac Rogers, Wing Rogers, James Rogers and Obadiah Rogers.

Mr. Lundy's name does not appear among those of the original patentees, but lots or portions of lots in the Quaker settlement are marked at an early period with the names of Shadrach Lundy, Oliver Lundy, Jacob Lundy, Reuben Lundy and perhaps more.

In the region just beyond the Ridges, there were farmers also of the community known as Mennonists or Tunkers. Long beards when such appendages were rarities, dangling hair antique shaped, buttonless home-span coats and wide brimmed, low-crowned hats, made these persons conspicuous in the street. On the seat of a loaded country waggon, or on the back of a solitary, rustic nag, would now and then be seen a man of this community, who might pass for John Huss or John a Lasco as represented in the pictures. It was always curious to gaze upon these waifs and strays from old Holland, perpetuating, or at least trying to perpetuate, on a new continent customs and notions originating in the peculiar circumstances of obscure localities in another hemisphere three hundred years ago. Simon Menno, the founder and prophet of the Mennonists, was a native of Fr'esland in 1496. He advocated the utmost rigour of life. Although there are modernized Mennonists now in Holland, at Amsterdam for example, who are distinguished for luxury in their tables, their equipages and their country seats, yet a subsection of the community known as Uke-Wallists from one Uke Wallis, adhere to the primitive strictness enjoined by Menno. Their apparel, we are told, is mean beyond expression, and they avoid everything that has the most distant appearance of elegance or ornament. They let their beards grow to an enormous length, their hair uncombed lies in a disorderly manner on their shoulders, their countenances are marked with the strongest lines of dejection and melancholy, and their habitations and household furniture are such as are only fitted to answer the demands of mere necessity. "We shall not enlarge," Mosheim adds "upon the circumstances of their ritual, but only observe that they prevent all attempts to alter or modify their religious discipline by preserving their people from everything that bears the remotest aspect of learning and science from whatever in a word that may

have a tendency to enlighten their devout ignorance." The sympathies of our primitive Tunkers beyond the Ridges were as we may suppose with this section of the fatherland Mennonists.

Though only a minute fragment of our population an exception was early made by the local parliament in favour of the Mennonists, or Tunkers, allowing them to make affirmations in the courts, like the Quakers, and to compound for military service. Like Lollard, Quaker and some other similar terms, Tunker, *i.e.* Dipper, was probably at first used in a spirit of ridicule.

Proceeding onward from where Newmarket comes in from the right from Yonge street, we saw almost immediately on the left the conspicuous dwelling of Mr. Irving the Hon. Jacob *Æmilus* Irving, a name historical in Canada, a Paulus *Æmilus* Irving, having been Commander-in-chief of the Forces in British America in 1765 and also President for a time of the Province of Quebec. This Paulus *Æmilus* Irving had previously taken part under General Wolfe in the capture of Quebec.

The house of his descendant, Jacob *Æmilus* Irving, here on Yonge street, was known as Borshaw from some ancient family property in Dumfriesshire. He had been an officer in the 13th Light Dragoons and was wounded at Waterloo. In addition to many strongly marked English traits of character and physique, he possessed fine literary tastes and histrionic skill of a high order, favoured by the possession of a grand baritone voice. He retained a professional liking for horses. A four-in-hand guided by himself, issuing from the gates at Bonshaw and whirling along Yonge street into town was a common sight. He died at the Falls of Niagara in 1856. Since 1843, Mr. Irving had been a member of the Upper House of United Canada.

A little way back ere we descended the northern slope of the Ridges, we caught sight of the Holland River, or at least of some portion of the branch of it with which we are immediately concerned, issuing a new born rill from one of its fountains.

As we traversed the Quaker settlement, was again seen a brook meandering through meadows. This was the eastern branch of the river meandering through meadows a mere brook. The main stream lies off to the west, flowing past the modern Bradford and Lloydstown. It is at the head of the main stream that the most striking approximation of the waters of the Humber and Holland rivers is to be seen.

We arrive now at the Upper Landing, the ancient canoe landing. Here it was that the war parties and hunting parties embark-

ed and disembarked while yet these waters were unploughed by the heavy boats of the white man.

The Iroquois from the south side of Lake Ontario penetrated the well-peopled region of the Hurons by several routes, by the great Bay of Quinte Highway, by the trails whose termini on Lake Ontario were near respectively the modern Bowmanville and Port Hope, and thirdly by a track which we have virtually been following in this our long ramble from York; virtually we say, for it was to the west of Yonge street that the trail ran following first the valley of the Humber and then that of the main stream of the Holland river. The route which Mr. Holland took when he penetrated from Toronto Bay to the head waters of the river, which now bears his name is marked in the great M. S. map which he constructed in 1791. He passed up evidently along the great water course of the Humber.

"You can pass from Lake Frontenac," *i.e.* Ontario, Lahontan says "into Lake Huron by the River Tau-a-hon-ate (the Humber) by a portage of about twenty-four miles to Lake Toronto, which by a river of the same name empties into Lake Huron," *i.e.* by the River Severn as we should now speak.

Hunting parties or war parties taking to the water here at the Upper Landing in the pre-historic period would probably be just about to penetrate the almost insular district of which we have spoken westward of Lake Simcoe—the Toronto region, the place of concourse, the well-peopled region. But some of them might perhaps be making for the Lake Huron country and North-west generally by the established trail having its terminus at or near Orillia, to use the modern name.

In the days of the white man, the old Indian place of embarkation and debarkation on the Holland River, acquired the name of the Upper-Canoe-Landing and hither the smaller craft continued to proceed.

Vessels of deeper draught lay at the Lower Landing to which we now move on, about a mile and a-half further down the stream. Here the river was about twenty-five yards wide, the banks low and bordered by a woody marsh in which the tamarac, or larch, was a conspicuous tree.

In a cleared space on the right at a point where Yonge street struck the stream there were some long, low buildings of log, with strong shutters on the windows, usually closed. These were the Government depositories of naval and military stores and Indian presents on their way to Penetanguishene. The cluster of buildings here



was once known as Fort Gwillimbury. Thus we have it written in the old *Gazetteer* of 1799, "It is thirty miles from York to Holland River at the Pine Fort called Gwillimbury, where the road ends."

Galt in his autobiography speaks of this spot. He travelled from York to Newmarket in one day. This was in 1827. Then next morning he says, "we went forward to a place on the Holland River called Holland's Landing, an open space which the Indians and fur traders were in the habit of frequenting. It presented to me something of a Scottish aspect in the style of the cottages, but instead of mountains the environs were covered with trees. We embarked at this place." He was on his way to Goderich at the time via Penetanguishene.

The River Holland had its name from a former Surveyor-General of the Province of Quebec, prior to the setting off of the Province of Upper Canada—Major S. Holland.

In the *Upper Canada Gazette* of Feb. 13, 1802, we have an obituary notice of this official personage. His history also it will be observed was mixed up with that of General Wolfe. "Died," the obituary says, "on the 28th instant—that is on the 28th of December, 1801, the article being copied from the *Quebec Gazette* of the 31st of the preceding December—of a lingering illness, which he bore for many years with Christian patience and resignation, Major S. Holland. He had been in his time an intrepid, active, and intelligent officer, never making difficulties, however arduous, the duty he was employed in. He was an excellent field engineer, in which capacity he was employed in the year 1758 at the siege of Louisbourg in the detachment of the army under General Wolfe, who after silencing the batteries that opposed our entrance into the harbour and from his own setting fire to three ships of the line and obliging the remainder in a disabled state to haul out of cannon shot that great officer by a rapid and unexpected movement took post within four hundred yards of the town from whence Major Holland under his directions, carried on the approaches, destroyed the defences of the town and making a practicable breach obliged the enemy to capitulate. He distinguished himself also at the conquest of Quebec in 1759, and was made honourable mention of in Gen. Wolfe's will as a legatee. He also distinguished himself in the defence of Quebec in 1760, after General Murray's unsuccessful attack on the enemy. After the peace, he was appointed Surveyor-General of this province and was usefully employed in surveying the American coasts from which survey those draughts published some years since by Major De-

barres have been principally taken."

Major Holland was succeeded in the Surveyor-Generalship of Lower Canada by a nephew—the distinguished Colonel Joseph Bouchette. In 1791, Major Holland constructed a map of the British Province of Quebec on the scale of six inches to the square mile. It exists in M.S. in the Crown Land's Office of Ontario. It is a magnificent map. On it Lake Simcoe is left undefined on one side not having been explored in 1791.

It was in 1832, that the project of a steamer for the Holland River and Lake Simcoe was mooted. We give a document relating to this undertaking which we find in the *Courier* of February 29th of that year, published at York. The names of those who were willing to embark, however moderately in the enterprise, are of interest. It will be observed that the expedition contemplated was not enormous. To modern speculators in any direction what a bagatelle seems the sum of £2,000.

"Steamboat on Lake Simcoe," thus runs the advertisement, "Persons who feel interested in the success of this undertaking are respectively informed that Capt. McKenzie, late of the *Arciope*, who has himself offered to subscribe one-fourth of the sum required to build the proposed steamboat, is now at Buffalo for the purpose of purchasing an engine to be delivered at Holland Landing during the present winter. Capt. McKenzie, who visited Lake Simcoe last summer, is of opinion that a boat of sufficient size and power for the business of the lake, can be built for £1,250. In order, however, to insure success it is proposed that stock to the amount of £2,000 should be subscribed and it is hoped that this sum will be raised without delay in order that the necessary steps may be taken on the return of Capt. McKenzie to commence building the boat with the view to its completion by the opening of navigation. The shares are twelve pounds, ten shillings each, payable to persons chosen by the stockholders. The following shares have already been taken up! The Hon. Peter Robinson, 8 shares; F. Hewson, 1; Edw. O'Brien, 2; W. B. Robinson, 4; W. R. Rains, 4; J. O. Bouchier, 2; Wm. Johnson, 2; John Cummer, 1; T. Mossington, 2; A. M. Rains, 1; Robert Clark, 1; Robert Johnston, 1; M. Mossington, 1; B. Jefferson, 1; J. M. Jackson, 1; R. Oliver, 1; Wm. Turner, 2; L. Cameron, 1; F. Osborne, 2; J. Graham, 1; J. White, 1; S. H. Farnsworth, 1; Andrew Mitchell, 5; Murray Newbigging & Co., 2; Capt. Creighton, 2; Captain McKenzie, 40; Canada Company, 5; J. F. Smith, 2; John Powell, 1; Grant Powell,



2; A. Smalley, 1; Samuel P. Jarvis, 1; James E. Small 1, R. W. Parker, 1; D. Cameron, 1; Capt. Castle, 79th Regt., 8; James Doyle, 2, Francis Phelps, East Gwillimbury, 1; G. Lount, West Gwillimbury, 1; Samuel Lount, West Gwillimbury, 1; George Playter, Whitechurch, 1; Joseph Hewett, 1; Thomas A. Jebb, 2; Charles S. Monch, Haytesbury, 1; G. Ridout, 2; T. G. Ridout, 1; Thomas Radenhurst, 1; Major Barwick, 2, Capt. W. Campbell, 2; C. C. Small, 1; J. Ketchum, 1; Capt. Davies, 2; Lieut. Carthew, 2; Capt. Ross, 1; C. McVittie, 1; Lieut. Adams, 1; S. Washburn, 2; J. C. Godwin, 1; F. T. Billings, 2; Thorne & Parsons, 2; James Pearson, 1; R. Mason, 2; Wm. Laughton, 2; Wm. Ware, 1; A. H. Tonga, 1; Sheldon, Dutcher & Co., 1; Jabez Barber, 1; R. W. Prentice, 1; T. Bell, 1; Lucius O'Brien, 1. Total 162 shares. Persons who are desirous of taking shares in this boat are respectfully informed that the subscription paper is lying at the store of Messrs. Murray, Newbigging & Co., where they can have an opportunity of entering their names. York, 31st December, 1831."

The movement here initiated resulted in the steamer "Simcoe" which plied for some years between the Landing and the ports of Lake Simcoe. The Simcoe was built at the Upper Landing and after being launched, it was necessary to drag the boat by main force down to deep water through the thick sediment at the bottom of the stream. During the process while the capstan and tackle or other arrangement was being vigorously worked, instead of the boat advancing the land in considerable mass, moved bodily towards the boat, like a cake of ice set free from the main floe. Much of the ground and marsh in the great estuary of the Holland River is said to be simply an accumulation of earthy and vegetable matter resting on water.

The "Peter Robinson" was succeeded by the "Simcoe," Captain Bell, the "Beaver," "Morning," and other vessels.

## CHAPTER CCXI.

### THE BAY TO HOGG'S HOLLOW.

**Spots of Interest on the Journey up Yonge Street as Seen in the Early Days of York.**

Sir George Yonge, Secretary of War in 1791, and M. P. for Honiton in the County of Devon from 1763 to 1796, gave a name to the most remarkable street which Toronto has ever possessed. It is a long journey through this street, but by no

means an uninteresting one. Let us begin at the bay shore and pass up Yonge street, viewing it as it was, not as it is. Before starting it may be remarked that Yonge street was originally what is known as a bush road, that is, winding here and there to escape great trees. It followed the track of an Indian trail. The object of laying out this road of extreme length through a dense wilderness and traversing almost impassable ravines, is given by Surveyor-General D. W. Smith in his *Gazetteer* of 1799. He says:—

"Yonge street is the direct communication from York to Lake Simcoe, opened during the administration of his Excellency Major-General Lieutenant-Governor Simcoe, who, having visited Lake Huron by Lake aux Clairs, (formerly also Ouentaronk or Sinion, and now named Lake Simcoe,) and discovered the harbour of Penetanguishene, (now Gloucester,) to be fit for shipping, resolved on improving the communication from Lake Ontario to Lake Huron by this short route, thereby avoiding the circuitous passage of Lake Erie. This street has been opened in a direct line and the road made by the troops of his Excellency's corps. It is thirty miles from York to Holland's River, at the Pine Fort called Gwillimbury, where the road ends; from thence you descend into Lake Simcoe, and having passed it there are two passages into Lake Huron; the one by the River Severn, which conveys the waters of Lake Simcoe into Gloucester Bay, the other by a small portage, the continuation of Yonge street to a small lake, which also runs into Gloucester Bay. This communication affords many advantages. Merchandise from Montreal to Michilimackinac may be sent this way at ten or fifteen pounds less expense per ton than by the route of the Grand or Ottawa river, and the merchandise from New York to be sent up the North and Mohawk rivers for the north-west trade finding its way into Lake Ontario at Oswego, (Fort Ontario) the advantage will certainly be felt of transporting goods from Oswego to York and from thence across Yonge street and down the waters of Lake Simcoe into Lake Huron in preference to sending it by Lake Erie."

Starting from Toronto bay on our long pilgrimage along the route from which so much was expected in the last year of the last century, we first pass on the east the house of Chief Justice Scott, surrounded by orchard, garden and pleasure ground, afterward the residence of Justice Sherwood, and on the west the house of Chief Justice Sir James Macaulay, similarly situated in the midst of trees, flowers and vege-

tables. Then we come to what was then an extremely desolate place, but is now the most thronged quarter of the city, the intersection of Yonge and King streets. North of this, at a later period in 1832, were the foundries of W. B. Sheldon, F. R. Dutcher, W. A. Dutcher, Samuel Andrus, J. Vannorman and B. Vannorman, manufactured the wares then in demand. Nearly opposite were the spirit vaults of Michael Kane, the father of Paul Kane, an early Toronto artist. At the left corner of Adelaide street, along the south side of it, was the well-known tannery of Jesse Ketchum, and on the north corner, diagonally across was his big white frame house. The sides of the roadway here were covered with tanbark and were the nearest approach to sidewalks in the town.

The next point reached is a fourcrossway, that made by the intersection of Yonge and Dundas, Lot or Queen, which are identical, and possessed of especial historic interest, as being the intersection of the two great military roads of Upper Canada projected and explored by Governor Simcoe in person. Objects of interest at this cross-roads were in later years Elliott's Sun Tavern on the west side, a large square white building and on the east side Good's foundry, where the "Toronto," the first locomotive built in Upper Canada, was constructed in 1853 for the Ontario, Simcoe and Huron Railroad. On the same side, a little above this, lived the three brothers, famous in the history of the Lake Marine, Captains John, Robert and Charles McIntosh. It was opposite the former's house that the riot took place which signalized the return home of William Lyon Mackenzie in 1849 after twelve years of exile. Next, on the west side about where a street leads into Trinity Square, a white gate is reached the entrance into the grounds of Dr. Macaulay. His house in what is now Trinity Square, was long considered particularly remote and inaccessible and stories are told of persons bewildered and lost for hours in the adjoining marshes and woods while trying to reach it. Justice Boulton travelling from Prescott in his own vehicle and bound for Dr. Macaulay's domicile was dissuaded on reaching Mr. Small's house at the corner of King and Berkeley streets from attempting to push on to his destination, although it was by no means late, on account of the inconveniences and perils to be encountered, and half the following day was taken up in accomplishing the residue of his journey.

North of this point a fine stretch of forest land extended to Yorkville. A little beyond where Grosvenor street leads into what was Elmsley Villa, was a solitary

green field with a screen of lofty trees on three of its sides. In its midst was a Dutch barn or hay barracks with movable top. On the northern side of this was the exact spot where a fatal duel was fought, the story of which has been already told. Just to the north of the scene of this duel was the portion of Yonge street where a wooden tramway was once laid down for a short distance. Subterranean springs and quicksands hereabout rendered the primitive roadmaker's occupation no easy one and previous to the application of macadam, the tramway, while it lasted, was a boon to the farmers after heavy rains. Near by was the cottage of Mr. Charles Durand. His father was the first who ever imported foxhounds into Upper Canada, a pack of which animals he caused to be sent out to him from England. Peter Des Jardines from whom the Dundas Canal has its name was a clerk in the employ of Mr. Durand in 1805.

A few yards further on was what was popularly known as the Sandhill, a moderate rise showing where in by-gone ages the lake began to shoal. An object of interest in the woods here at the top of the rise on the west side was the "Indian's Grave" made noticeable by a little civilized railing around it. The story connected with this grave has not escaped Dr. Scadding who has paid especial attention to the history of Yonge street, and to whom we are indebted for the whole of this article. The story was this: When the United States' forces were landing in 1813 near the Humber Bay with the intention of attacking the fort and taking York, one of Major Givin's Indians concealed himself in a tree and from that position fired into the boats repeatedly with fatal effect. He was soon discovered and speedily shot. The body was afterwards found and deposited with respect in a grave on the crest of the Sandhill where an ancient Indian burying ground had existed, though long abandoned. It would seem that by some means the scalp of this Indian was packed up with the trophies of the capture of York, and conveyed by Lieut. Dudley to Washington. From being found in company with the Speaker's mace on that occasion, the story arose of its having been discovered over the Speaker's chair in the Parliament Building that was destroyed. Col. W. F. Coffin in his "1812, The War and Its Moral" asserts that it was a peruke or scratch wig that was found in the Parliament House and was mistaken for a scalp.

Building requirements have at the present time occasioned the complete obliteration of the Sandhill and the bones of the Indian brave and his forefathers have been carried away perhaps to mix with the mortar



of many a building. To the eastward of this sandy rise was one of the early public nursery gardens of York, Mr. Frank's. Further to the north on the same side was another, Mr. Adams. The grounds of Kearsing House, Mr. Proudfoot's mansion, occupy the site of Frank's nursery gardens. The rest of the Sandhill rise bore the name of Clover Hill, the home of Captain Emsley, son of the Chief Justice. Another house on the same property in which the Captain subsequently lived was named Barnstable, being a portion of the out-buildings converted into a dwelling. To the north of the Sandhill on the east side of the road was a wayside inn still standing known as the Gardeners' Arms. On the right beyond the Gardeners' Arms were erected at an early date a considerable distance from each other, two or three flat single storey, white frame cottages, the first of such structures in the outskirts of York and speedily copied and repeated in various directions, being thought models of neatness and convenience. Opposite where these little cottages were to be seen at a later date was the vineyard of Mr. Bevan, who combined the manufacture of wooden ware and wine. Just before reaching the first concession road, or what is now Bloor street, was a family residence of an ornamental suburban character, put up by Lardner Bostwick and the first of that class of dwellings in the neighbourhood. Next after Bostwick's was the house of Mr. De Blaquier, who lived there before building not far off, the residence called The Pines, where he died and which was afterward occupied by Mr. John Heward. Mr. De Blaquier was the youngest son of the first Lord De Blaquier of Ardkill in Ireland. He emigrated in 1837 and was subsequently appointed to a seat in the Legislative Council of Upper Canada. In his youth he had seen active service as a midshipman. He was present at the battle of Camperdown in the Bounty, commanded by Captain Bligh. He was also in the fleet at the Nore during the mutiny.

Next we come to the First Concession Road now named Bloor street from Mr. Bloor, a brewer and large property owner of the neighbourhood who lived on the south side of this street east of Yonge street. Here, too, at the eastward stood St. Paul's Church, made famous by the erection of a spire eighty-five feet high in one afternoon as described in another chapter. Passing on the left what was the old "Potter's Field," or "York General, or Strangers' Burying Ground," we find ourselves opposite the celebrated Red Lion Tavern intimately connected in many ways with the early history of York. On the east side of Yonge street

near the northern toll-gate, stood Dr. R. C. Horne's house, burned in the troubles of 1837. To the right further on is the brewery of Mr. Severn built in 1835. Still further on the same side, a block house of two stories, both of them rectangular, but the upper turned half round on the lower built in consequence of the troubles of 1837 and supposed to command the great highway from the north overhung a high bank. Another of the same kind stood at the eastern extremity of the First Concession Road. A considerable stretch of striking landscape here skirts our route on the right. Rosedale House, the old home of Stephen Jarvis, Registrar of the Province, has always been noticeable for the romantic character of its situation on the crest of a precipitous bank, over-looking the deep winding ravines of Rosedale.

The perils and horrors encountered every spring and autumn by travellers and others in their ascent and descent of the precipitous sides of the Rosedale ravine at the point where the primitive Yonge street crossed it were a local proverb and a by-word of perils and horrors, ranking for enormity with those associated with the passage of the Rouge, the Credit, the Sixteen and a long list of other deeply ploughed watercourses, intersected by the two great highways of Upper Canada. The ascent and descent of the gorge here were collectively spoken of as the "Blue Hill" from the fact that strata of a bluish clay might be observed at the summit on both sides.

All the conditions required to be fulfilled by the first settlers were these: They must within the term of two years clear fit for cultivation and fence ten acres of the lot obtained, build a house, 16 by 20 feet of logs or frame, with a shingle roof, also cut down all the timber in front of and the whole width of the lot, which is 20 chains 133 feet wide, 33 feet of which must be cleared smooth and left for half of the public road. To issue injunctions for the performance of such work was easy. To do such work or to get such work effectually done was under the circumstances of the times difficult. Hence Yonge street continued for some years after 1794 to be little more than a rambling forest wheel track through the woods.

In 1794 William Berczy brought over from the Pulteney Settlement on the south side of Lake Ontario, sixty German families and conducted them to the township of Markham north-east of York, where lands had been assigned them. In effecting this first lodgment of a considerable body of colonists in a region entirely new, Mr. Berczy necessarily cut out by the aid of his party



and such other help as he could obtain, some kind of a track through the forest along the line of Yonge street. He had already once before successfully accomplished a similar work. He had hewn out a waggon road for emigrants through trackless woods all the way from Philadelphia to where the Pulteney Settlement was.

In 1795, Deputy Provincial Surveyor Augustus Jones was directed by Lieutenant-Governor Simcoe to survey and open in a more effective manner the route which Mr. Barcozy and his emigrants had travelled. A detachment of the Queen's Rangers was at the same time ordered to assist. On the 24th December, 1795, Mr. Jones writes to D. W. Smith, Acting-Surveyor General—His Excellency was pleased to direct me previous to my surveying the township of York to proceed on Yonge street to survey and open a cart road from the harbour at York to Lake Simcoe, which I am now busy at. Mr. Pearce is to be with me in a few days' time with a detachment of about thirty of the Queen's Rangers who are to assist in opening the said road. In his note-book and journal for the New Year, 1796, Mr. Jones records the commencement of the survey thus—Monday, 4th January, 1796, Survey of Yonge street. Begun at a Post near the Lake York Harbour on Bank, between Nos. 20 and 21, the course being Mile No. 1 N. 16 degrees W. eighty chains from Back Oak Tree to Maple Tree on the right side along the said Yonge street, at eighteen chains fifty links, small creek, course the same at thirty-two eighty, here First Concession. At N. 35, W. to 40-50. At 39-50 swamp and creek ten links across, runs to the right, then N. 2, E. to 43 chains in the line. At 60-25 small creek runs to right swampy to 73, N. 29 W. to 77 swamp on right, then N. to 80 on line, timber chiefly white and black oak to 60 and in many places windfalls thereon, maple, elm, beech and a few oaks, black ash, loose soil. Mile No. 2, do. 80 chains rising Pine Ridge to 9 on top. And so on day by day until Tuesday, February 16th, when the party reached the Landing. The survey and opening of the street from York Bay to the Landing thus occupied forty-three days—January 4th to February 16th—Three days sufficed for the return of the party to the place of beginning. The memoranda of these three days run thus :—Wednesday, 17th—returned back to a small lake at the twenty-first mile tree, pleasant weather, light winds from the west. Thursday, 18th—came down to five mile tree from York, pleasant weather. Friday, 19th—came to the town of York ; busy entering some of my field notes, weather as before. The next day Mr. Jones

went to the Garrison and informed the Governor that Yonge street was opened from York to the Pine Fort Landing, Lake Simcoe.

Another early Surveyor of note, connected with the primitive history of Yonge street was John Stegmann, a German, who had been an officer in a Hessian regiment. He was directed in 1801 by the Surveyor-General, D. W. Smith, to examine and report upon the condition of Yonge street. Thus he reported—Agreeable to your instructions for the examination of Yonge street, I have the honour to report thereon as follows : That from the town of York to the three-mile post on the Poplar Plains, the road is cut and that as yet the greater part of the said distance is not passable for any carriage whatever on account of logs which lie in the street. From thence to Lot No. 1—the first lot after crossing the third concession road from the lake shore—the road is very difficult to pass at any time agreeable to the present situation in which the said part of the street is. We have then a detail of his notes as to the condition of the road opposite every lot all the way to the northern limit of the townships of King and Whitechurch. Of lot No. 1 in the township of York on the west side of Yonge street it is reported that the requisition of Government is complied with, except a few logs in the street not burnt. Of Lot No. 1 on the east side also that it is complied with except a few logs not burnt. No. 2 west side complied with the street cut but not burnt. East side complied with, some logs in the street not burnt and in some places narrow. No. 3 west side complied with except a few logs not burnt, east side complied with, the clearing not fenced, no house, some logs in the street not burnt. No. 5 west side complied with, East side non-compliance. No. 8, west side, complied with the street cut, but not burnt. East side complied with the street cut, but not burnt. Here the street it is noted goes to the eastward of the line on account of hilly ground. No. 3, west side, complied with in clearing, the street bad and narrow. East side non-compliance, street bad and narrow and to the east of the road. No. 16 west side nothing done to the road; about five acres cut, not fenced and no house thereon, east side complied with. No. 17, west side complied with, the underbrush in the street cut, but not burnt, east side complied with except some logs not burnt. No. 18, west side, well-complied with, east side well complied with. No. 25, west side, complied with, east side complied with—nothing done to the street and a school-house erected in the centre of the street.

This is the end of the township of York. Then on No. 33, west side Vaughan clearing complied with, no house and nothing done to the street. East side, Markham clearing complied with south part of the street cut, but not burnt and north part of the street nothing done. No. 37, Vaughan clearing complied with, but some large trees and some logs left in the street. Markham, some trees and logs left in the street, some acres cut but not burnt, no fence and a small log house. No. 53 Vaughan clearing complied with the street cut and logs not burnt. Markham clearing complied with, the street cut and logs not burnt, a very bad place for the road and may be laid out better. No. 63, west side, King non-compliance, east side, Whitechurch, non-compliance and similarly on to No. 88, on which in King the clearing is complied with, not fenced, the street good, in Whitechurch, the clearing is complied with, but nothing done to the street. No. 93, King, four acres cut and nothing done to the street. Whitechurch, six acres clear land and nothing done to the street. Here King and Whitechurch and the report end.

Mr. Segmann concludes his report by saying—This was the real situation of Yonge street when examined by me, and I am sorry to be under the necessity to add at the conclusion of this report that the most ancient inhabitants of Yonge street have been the most neglectful in clearing the street and I have reason to believe that some trifle with the requisition of Government in respect of clearing the street.

Mr. Bercey brought over his sixty-four families in 1794. The most ancient inhabitants were thus of seven years' standing. If men of the second generation regarded Yonge street as a difficult route to travel, what must the first immigrants from the Genesee country and Pennsylvania have found it to be. They brought with them vehicles, and horses, and families and some household stuff. The *Gazetteer* of 1799 says, that the body of their waggon was made of close boards and that the most clever had the ingenuity to caulk the seams and so by shifting off the body from the carriage it served to transport the wheels and the family. Old settlers around Newmarket used to narrate how in their first journey from York to the Landing, they lowered their waggon down the steeps by ropes passed round the stems of saplings and then hauled them up the ascent on the opposite side in a similar way.

Just beyond the Blue Hill ravine on the west side stood for a long while a lonely unfinished frame building with gable towards the street and windows, boarded up. The

inquiring stage passenger would be told good humouredly by the driver that this was Rowland Burr's Folly. It was to have been a carding or fulling mill worked by peculiar machinery driven by the stream in the valley below, but either the impracticability of this from the position of the building or the as yet insignificant quantity of wool produced in the country made the enterprise abortive. Mr. Burr was an emigrant from Pennsylvania in 1803 and from early manhood was strongly marked by many of the traits which are held to be characteristic of the speculative and energetic American. But unfortunately for himself, he was in advance of his neighbours. A canal to connect Lake Ontario with the Georgian Bay of Lake Huron via Lake Simcoe and the valley of the Humber was pressed by him years ago and at his own expense he minutely examined the route and published thereon a report. He was a born engineer and mechanic. He built on his own account or for others a number of mills and factories, providing and getting into working order the complicated mechanism required for each and this at a time when such undertakings were not easy to accomplish from the unimproved condition of the country and the few facilities that existed for importing and transporting inland heavy machinery. The mills and factories at Burroughs in Vaughan originated with him and from him that place takes its name. The early tramway on Yonge street of which we have already spoken was suggested by Mr. Burr and when the cutting down of the Blue Hill was decided on he undertook and effected the work.

It is now more than half a century since the peculiar clay of the Blue Hill began to be turned to useful account. Messrs. James and William Townsley first burnt kilns of white brick here to the left of Yonge street and the manufacture was afterwards carried on by Mr. Nightingale, a family connection of the Messrs. Townsley. Mr. Worthington, also, for a time engaged in the manufacture of pressed brick and drain tiles on the same spot. The Rossin House and the Yorkville Town Hall were built of pressed brick made here.

Chestnut Park on the right was erected at a comparatively modern period by Mr. Mathers, an early merchant of York, who before building here, lived on Queen street, near the Meadows, the residence of Mr. J. Hillyard Cameron. Chestnut Park was afterwards taken by Mr. Macpherson. At the left glimpses are obtained of Oklands, Mr. John Macdonald's residence, Rathnally, Mr. McMaster's abode and Woodlawn, the home of Chancellor Blake and built by him, but



afterwards occupied by Justice Morrison. Summer Hill, seen on the high land far to the right and commanding a noble view of the wide plain below, including Toronto and the lake view far distant, was built by Charles Thomson, whose name is associated with the former travel and postal service of the whole length of Yonge street and the Upper Lakes. Summer Hill was greatly improved and enlarged by Larratt Smith, its subsequent owner.

The primitive waggon track of Yonge street ascended the hill at which we now arrive a little to the west of the present line of the road. It passed up through a narrow excavated notch. Across this depression or trench, a forest tree fell without being broken and there long remained. Teams on their way to and from town had to pass under it, like captured armies of old under the yoke. To some among the country folk it suggested the beam of the gallops-tree. Hence sprang an ill-omened name long attached to this spot. Near here at the top of the hill were formerly to be seen the remains of a rude windlass or capstan used in the hauling up of the North-West Company's boats at this point of the long portage from Lake Ontario to Lake Huron. So early as August 3, 1799, the *Niagara Constellation* announced that it was informed on good authority that the North-West Company had it seriously in contemplation to establish a communication with the Upper Lakes by way of York through Yonge street to Lake Simcoe, a distance of thirty-three miles. The *Constellation* adds that the Government has actually begun to open Yonge street for several miles which example will undoubtedly be no small inducement to persons who possess property on that street and its vicinity to exert themselves in opening and completing what may justly be considered one of the primary objects of attention in a new country, a good road. In these early days the cavalcade of the North-west Company's boats mounted on wheels pursued their way up Yonge street. It used to be supposed by some that the tree across the notch through which the road passed had been purposely felled in that position as a part of the apparatus for helping the boats up the hill.

The tableland now attained was long known as the Poplar Plains, and Stegmann uses this name in his report. A by-road that ascends this same rise near Rathnally is still known as the Poplar Plains road. To the left of Yonge street at the point now reached and lying slightly back stood until recently the house of Mr. J. S. Howard, known as Olive Grove. It was built by Mr. Campbell, proprietor of the Ontario

House in York and an eminent man in the Masonic body. Masquotah—meadow in the Ochipway tongue—stood to the left a short distance in. It was the home of W. Warren Baldwin, the son of Dr. W. W. Baldwin, the builder of Spadina.

Deer Park, to the north of the road that enters here, but skirting Yonge street as well, had that name given it, when the property of Mrs. Heath, widow of Col. Heath, of the H. E. I. Company's service. On a part of this property was the house built by Colonel Carthew, afterwards the abode of Mr. Fiske. Colonel Carthew, a half-pay officer of Cornish origin also made large improvements on property in the vicinity of Newmarket.

Just after Deer Park to avoid a long ravine, which lay in the line of the direct route northward, the road swerved to the left and then descended passing over an embankment which was the dam of an adjacent sawmill, a fine view of the interior of which with the saw usually in active motion was obtained by the traveller as he fared on. This was Michael Whitmore's sawmill.

Of late years the apex of the long triangle of Norman's land that for a great while lay desolate between the original and subsequent lines of Yonge street was happily utilized by the erection thereon of a church, Christ Church, an object well seen in the ascent and descent of the street. Anciently very near the site of Christ Church, a solitary longish, wooden building, fronting southward was conspicuous, the abode of Mr. Hudson, a provincial land surveyor of mark. Looking back southward from near the front of this house a fine distant glimpse of the waters of Lake Ontario used to be obtained, closing the vista made in the forest by Yonge street.

Before reaching Whitmore's sawmill, while passing along the brow of the hill, over looking the ravine, which was avoided by the street as it ran in the first instance, there was to be seen at a little distance to the right on some rough undulating ground a house which always attracted the eye by its affectation of Gothic in the outline of its windows. On the side towards the public road it showed several obtuse-headed lancet lights. This peculiarity gave the building otherwise ordinary enough, a slightly romantic air. It had the effect in fact at a later period of creating for this habitation when standing for a considerable while tenantless, the reputation of being haunted. This house and the surrounding grounds constituted Springfield Park, the original Upper Canadian home of John Mills Jackson, an English gentleman, formerly of Downton in Wiltshire, who emigrated hith-



er prior to 1806, but finding public affairs managed in a way which he deemed not satisfactory he returned to England, where in 1809, he published a pamphlet addressed to the King, Lords and Commons of the United Kingdom of Great Britain and Ireland, entitled "A View of the Political Situation of the Province," a brochure that made a stir in Upper Canada if not in England, the Local House of Assembly voting it a libel. In the preface to his pamphlet which is a well-written production, Mr. Jackson gives an account of his first connection with Canada and his early experience here. He says: "Having by right of inheritance a claim to a large and very valuable tract of land in the Province of Quebec, I was induced to visit Lower Canada for the purpose of investigating my title and being desirous to view the immense lakes and falls in Upper Canada, where I had purchased some land previous to leaving England, I extended my travels to that country with which I was so much pleased that I resolved to settle on one of my estates and expended a considerable sum on its improvements"—the allusion is probably to Springfield Park—"but considering neither my person nor property secure under the system pursued there, I have been obliged to relinquish the hope of it's enjoyment."

To Mr. Jackson's mind the colony was being governed exactly in the way that leads finally to revolt in colonies. The principles of the constitution guaranteed by the Mother Country were violated. One of his grievances was—not that a seventh of the public land had been set apart for an established church but that—"in seventeen years not one acre had been turned to any beneficial account, not a clergyman except such as England pays or the Missionary Society sends, only five in number, without glebe perquisite or parsonage house and still fewer churches than ministers of the established religion." Nevertheless, what the old French trader said of Africa—*Toujours en moudissant ce vilain pays, on y revient toujours* proved true in respect to Canada in the case of Mr. Jackson as in the case of several other severe critics of Canadian public affairs in later times. He returned and dwelt in the land after all, settling with his family on Lake Simcoe where Jackson's Point and Jackson's Landing retain his name and where descendants of his still remain. Mr. Jackson had possessions likewise in the West Indies and made frequent visits thither, as also to England where at length he died in 1836. Up to about that time we observe his name in the Commission of the Peace. He was a gentleman commoner of Balliol College in the University of Oxford. Pre-

vius to 1827 he published a Biblical work, which was for sale in the book stores of Messrs. Meighan and Leesslie & Sons, York. It was entitled *The History from the Creation of the World to the Death of Joshua*, authenticated from the best authorities with notes Critical, Philosophical, Moral and Explanatory.

One of Mr. Jackson's sons, Clifton, is locally remembered as an early example in these parts of the exquisite of the period, the era of the Prince Regent and Lord Byron. By extra sacrificing to the Graces at a time where *articles de cosmetique et de luxe* generally were scarce and costly in Canada he got himself into trouble. In 1822, he had occasion to make his escape from durance vile in York by opening a passage one quiet Sunday morning through the roof of the old jail. He was speedily pursued by Mr. Parker, the warden, and an associate, Mr. Garsides, overtaken at Albany in the State of New York, apprehended under a feigned charge and brought back to York. Among the inhabitants of some of the villages between Albany and Youngstown, a suspicion arose that a case of kidnapping was in progress and Messrs. Parker and Garsides, were exposed to risk of personal violence before they could reach the western bank of the Niagara River with their prey. A few years later, Clifton Jackson obtained a situation in the Home Colonial Office with a good salary. To distinguish Mr. Mills Jackson from Mr. Samuel Jackson, another Yonge street proprietor, the epithet Jacobin was applied to the former in allusion to his political principles, and the appellation Hatter Jackson to the latter in allusion to his trade. On the invasion of Canada by the United States forces during the war of 1812, he openly avowed his sympathy with the invaders and was obliged to flee from the country.

The original owner of Jacobin Jackson's property was Stillwell Wilson, who as early as 1799, was appointed one of the overseers of highways and fences for the portion of Yonge street from Lot 26 to Lot 40 in Markham and Vaughan. In 1821 he was landlord of the Waterloo House in York. In 1828 some of his property was seized for an indebtedness to one Jairus Ashley. At another time he was in command of a slip-keel schooner plying between York and Niagara. After Mr. Jackson, Mr. Cawthra became the owner of this property.

As we reach the higher land after crossing the dam of Whitmore's Mill and returning with the more direct line of the street some rude pottery works meet the eye. Here in the midst of woods the passer-by saw on one side of the road a one-horse clay, grind-

ing machine laboriously in operation and on the other displayed in the open air on boards supported by wooden pins driven into the great logs composing the wall of the low, windowless building, numerous articles of coarse, brown ware, partially glazed, pans, crocks, jars, jugs, demijohns and so forth. These works were carried on by John Walm-sley.

A tract of rough country was now reached difficult to clear and difficult to traverse with a vehicle. Here a genuine corduroy causeway was encountered, a long series of small sawlogs laid side by side over which wheels jolted deliberately. In the wet season, portions of it being afloat would undulate under the weight of a passing load and occasionally a horse's leg would be entrapped and possibly snapped short by the sudden yielding or revolution of one of the cylinders below. To the right of this tract was one of the church glebes reserved in every township in the original laying out of Upper Canada, one lot of two hundred acres in every seven of the same area. A relic of this arrangement, now broken up, but expected to be permanent when the Quebec Act was passed in 1780, remained down to a late date in the shape of a wayside inn to the right near here styled on its sign the "Glebe Inn," a tile and sign reminding one of the "Church Stiles" and "Church Gates" not uncommon as village a-e-house designations in some parts of England.

Hitherto the general direction of Yonge street has been north sixteen degrees west. At the point where it passes the road marking the northern limit of the Third Concession from the bay it swerves seven degrees to the eastward. In the first survey of this region there occurred here a jog or fault in the lines. The portion of the street proposed to be opened north failed by a few rods to connect in a continuous right line with the portion of it that led southward into York. Their irregularity was afterwards corrected by slicing off a long, narrow, angular piece from three lots on the east side and adding the like quantity of land to the opposite lot, it happening just here that the lots on the east side lie east and west, while those on the west side lie north and south. After the third concession, the lots along the street lie uniformly east and west.

The first possessor of the lot on the west side of Yonge street, slightly augmented as described, was the Baron De Hoon, an officer in one of the German regiments disbanded after the United States Revolutionary War. He was a friend of the Baldwin family. In 1800, he was the second of Attorney-General White, who was killed in a duel with Mr. Small.

In our progress northward, we now traverse ground locally historic as the scene of a skirmish and bloodshed in the troubles of 1837. The events connected with this have been sufficiently described. The great conspicuous wayside inn, which here stood at the right of the road, usually called Montgomery's, was at the time of its destruction by the Government forces in 1837 in the occupation of a landlord, named Lingfoot, The house of Montgomery from whom the inn took its name, he having been a former occupant, was on a farm owned by himself, beautifully situated on rising ground to the left, subsequently the property and place of abode of Mr. James Lesslie. Mr. Montgomery had once a hotel in York named "The Bird in Hand" on Yonge street, a little to the north of Elliott's Sun Tavern.

Eglinton through which at the present day Yonge street passes hereabout is a curious stray memorial of the Tournament in Ayrshire, which made a noise in 1839. The passages of arms on the farther side of the Atlantic, that occasionally suggest names for Canadian villages are not always of so peaceful a character as that in the east of Eglinton's grounds in 1839, although it is a matter of some interest now to remember that even in that a Louis Napoleon figured, who at a later period was engaged in jousts of a rather serious kind promoted by himself. About Eglinton the name Snider is notable as that of a United Empire Loyalist family seated here of German descent. Mr. Martin Snider, father of Jacob and Elias Snider and other brothers and sisters, emigrated hither at an early period from Nova Scotia, where he first took up his abode for a time after the Revolution. Among the names of those who volunteered to accompany General Brock to Detroit in 1813, is that of Jacob Snider. In later years a member of the same family was Sheriff for the county of Grey and repeatedly a representative in Parliament of the same county.

Beyond Eglinton in the descent to a rough, irregular ravine, the home of Jonathan Hale was passed on the east side of the street, one of the Hales who were forward to undertake works of public utility at a time when appliances for the execution of such works were few. Mr. Hales' lot afterward became part of the estate of Jesse Ketchum.

On the west side opposite here was a farm that had been modernized and beautified by two families in succession, who migrated hither from the West Indies—the Murrays and the Nantons. In particular a long avenue of evergreen trees planted by them and leading up to the house was noticeable. While these families were the owners and occupants of the property, it was named by



them Pilgrim's Farm. Subsequently Pilgrim's Farm passed into the hands of Mr. James Beatty, one of the representatives of Toronto in the House of Commons in Canada, who made it an occasional summer retreat and called it Glen Grove. It had been known at one period as the MacDougall Farm, John MacDougall of York having been its owner from 1801 to 1820. Mr. MacDougall was the proprietor of the principal hotel of York. Mr. MacDougall was the original grantee of the farm immediately to the south of Glen Grove, Lot No. 3.

On high land to the right some way off the road an English-looking mansion of brick with circular ends was another early innovation. A young plantation of trees, so placed as to shelter it from the north-east winds, added to its English aspect. This was Kingsland, the home of Mr. Huson, likewise an immigrant from the West Indies. It was afterwards the abode of Mr. Vance, an alderman of Toronto.

One or two old farm houses of an antique, New Jersey style of two storeys with steepish roofs and small windows were then passed on the left. Some way further on, but still in the low land of the irregular ravine another primitive rustic manufactory of leather was reached. This was "Lawrence's Tannery." A bridge over the stream here which is a feeder to the Don, was sometimes spoken of as Hawke's bridge from the name of its builder. In the hollow on the left, close to the tannery and overlooked from the road, was a cream coloured, respectable frame house, the domicile of Mr. Lawrence himself. In his yard or garden, some hives of bees when such things were rarities, used always to be looked at with curiosity in passing. The original patentees of lots six, seven, eight and nine on the west side of the street just here were four brothers, Joseph, Duke, Hiram and John Kendrick respectively. They all had nautical proclivities and were all connected with the marine of the lake.

We now speedily arrived at the commencement of the difficult descent into the great valley of the great west branch of the Don. Yonge street here made a grand detour to the east and failed to regain the direct northerly course for some time. As usual wherever long, inclined planes were cut in the steep sides of lofty clay banks, the condition of the roadway hereabout was after rain indescribably bad. After reaching the stream and crossing it on a rough timber bridge known anciently sometimes as Big Creek bridge and sometimes as Hezon's bridge, the track ascended the further bank at first by means of a narrow hogback, which conveniently sloped to the vale; after-

wards it made a sweep to the northward along the brow of some broken hills and then finally turned westward until the direct northern route of the street was again touched.

The banks of the Don are here on every side very bold, divided in some places into stages by an intervening plateau. On a secondary flat thus formed in the midst of a grass-grown clearing, to the left there was erected at an early date, the shell of a place of worship, appertaining to the old Scottish kirk put up here through the zeal of Mr. James Hogg, a member of that communion and the owner for a time at least of the flour mills in the valley near the bridge. From him this locality was popularly known as Hogg's Hollow despite the postal name of the place, York Mills. Mr. Hogg was of Scottish descent and a man of spirit. In 1832 he sent a challenge to Mr. Gurnett, the editor of the *Courier*, who had spoken of him in his paper in offensive terms, but that gentleman declined to fight a duel. Mr. Hogg died in 1839.

The circuit of the hills overhanging the mills below was always tedious, but several good bits of scenery were caught sight of. On the upland after escaping the chief difficulties on the left hand a long, low, wooden building was seen with gable and door towards the road. This was an early place of worship of the Church of England, an outpost of the mission at York. The long line of its roof was slightly curved downwards by the weight of a short chimney built at its middle point for the accommodation of an iron stove within. Just before arriving at the gate of the burying-ground attached to this building there were interesting glimpses to the left down into deep woody glens all of them converging southward on the Don. In some of them were little patches of pleasant grass land. But along here for the most part the forest long remained undisturbed.

The church or chapel referred to was often served by divinity students sent out from town and frequently no doubt, its walls echoed with pretence attempts at pulpit oratory. Gourlay says that this chapel and the Friends' Meeting House, near Newmarket, were the only two places of public worship on Yonge street in 1817. James Strachan visited his brother, the Bishop of Toronto in 1819 and wrote a book of his trip, entitled "A Visit to the Province of Upper Canada in 1819 by James Strachan." In this work he says—"My brother had by his exertions and encouragement among the people, caused a chapel to be built about eight miles from York, where he officiated once a month, one of the young students under his care reading the service and a ser-



mon on the intermediate Sundays. On his day of doing duty I went with him and was highly gratified. The chapel was built in a thick wood. The dimensions are 60x30 feet, the pews are very decent and what was much better they were filled with an attentive congregation. As you see very few inhabitants on your way out, I could not conceive where all the people came from."

In 1843 the foundation stone of a durable, brick church, was laid near the site of the old frame chapel. On that occasion, Dr. Strachan named as especial promoters of the original place of worship, Seneca Ketchum and Joseph Sheppard, the former devoting much time and money in the furtherance of the work, and the latter giving three acres of land as a site together with a handsome donation in cash. A silver medal which had been deposited under the old building, was now transferred to a cavity in the foundation stone of its proposed successor. It bore on the obverse, "Francis Gore, Esq., Lieutenant-Governor, 1816," and on the reverse, "Fifty-Sixth of George Third." To it were now added a couple of other medals of silver, one bore on the obverse, "John Strachan, D.D., Bishop of Toronto, Alexander Sanson, Minister, 1843," and on the reverse, "Sixth of Victoria." The other had inscribed on it the name of the architect, Mr. J. G. Howard, with a list of other churches erected in Upper Canada under his direction. Among the persons present during the ceremony were Chief Justice Robinson, Vice-Chancellor Jameson, the Hon. and Rev. A. Cavendish, and the Rev. G. Mortimer of Thornhill. Prior to the outdoor proceedings, a remarkable scene had been witnessed within the walls of the old building. Four gentlemen received the rite of confirmation at the hands of the Bishop, all of them up to a recent date non-conformists, three of them non-conformist ministers of mark. Mr. Townley, Mr. Leach—who preached the funeral sermon at the burial of James Hogg, and Mr. Ritchie—the fourth, Mr. Sanson, not previously a minister, but now in Holy Orders of the Church of England, and the minister appointed to officiate in the new church.

At the present day Yonge street crosses Hogg's Hollow in a direct line on a raised embankment, which the ancient Roman roadmakers would have deemed respectable, a work accomplished about the year 1835 before the aid of steam power was procurable in these parts for such purposes. Mr. Lynn was the engineer in charge here at that time. The picturesque character of the valley has been considerably interfered with. Nevertheless a winding road leads over the hill to the right leading up to the church.

St. John's has still some sylvan surroundings. It may be added that the destruction of the beautiful hereabout had to some extent a set-off in the fine geological studies displayed to the eye in the sides of the deep cuts at both ends of the great causeway. Lake Ontario's ancient floor here lifted up high and dry in the air exhibits stratum, superstratum, the deposits of successive periods long ago. The action of the matter, however, has blurred the interesting pictures of the past formerly displayed on the surface of the artificial escarpment at Hogg's Hollow.

## CHAPTER CCXII.

### HOGG'S HOLLOW TO BOND'S LAKE

#### Old Buildings of Upper Yonge Street and Interesting Reminiscences of its Early Inhabitants.

In the early days journeying up Yonge street, the first building that presented itself after passing Hogg's Hollow was Mr. Humberstone's house on the west side of the road. He was a manufacturer of pottery ware. A curious incident used to be narrated as having occurred in this house. The barrel of an old Indian fowling piece turned up by the plough in one of the fields and made to do duty in the management of unwieldy back logs in the great fire place, suddenly proved itself to have been charged all the while, exploding one day in the hands of Mr. Humberstone's daughter while being put to its customary use and killing her on the spot. Somewhat similarly at Fort Erie in the fire which destroyed the wharf at the landing, a condemned cannon which had long been planted in the pier as a post went off, happily straight upwards, without doing any damage. Mr. Humberstone saw active service as a lieutenant in the Incorporated Militia in 1812. He was put in charge of some of the prisoners captured by Colonel Fitzgibbon at the Beaver Dams, and when now nearing his destination, Kingston, with his prisoners in a large batteau, he, like the famous dragoon who caught the Tartar, was made a prisoner himself by the men whom he had in custody and was adroitly rowed over by them to the United States shore, where, being landed, he was swiftly locked up in jail and thence only delivered when peace was restored.

The next memorable object also on the left was Sheppard's inn, a noted resting-place for wayfarers and their animals, flanked on the north by large driving sheds, on the south by stables and barns; over the porch at an early period was the effigy of a

Non gardant attempted in wood on the premises. Constructiveness was one of the predominant faculties in the first landlord of the Golden Lion. He was noted also for skilful execution on several instruments of music on the bassoon for one. In the rear of the Hotel, a little to the south on a fine eminence, he put up for himself after the lapse of some years, a private residence remarkable for the originality of its design, the outline of its many projecting roofs presenting a multitude of concave curves in the Chinese pagoda style.

In several buildings in this neighbourhood an effort was at one time made chiefly through the influence of Mr. Shepard to reproduce what in the west of England are called cob walls, but either from an error in compounding the material or from the peculiar character of the local climate they proved unsatisfactory. The Shephards, early proprietors of land a little further on were a different family and spelt their name differently. It was some members of this family that were momentarily concerned in the movement of 1837.

In Willowdale, a hamlet just beyond Shepard's, was the residence of David Gibson destroyed in 1837 by the Government forces. In 1825, Mr. Gibson was appointed surveyor of land in the Province by the Lieutenant-Governor and in this profession as well as that of a practical farmer he was prosperous. He likewise represented North York in the Provincial Parliament. When the cholera came after the tumult of 1837 he was appointed one of the Superintendents of Colonization Roads. He died at Quebec in 1864.

A road turning off at right angles to the eastward out of Willowdale, led to a celebrated camp meeting ground on the property of Jacob Cummer, one of the early German settlers. It was a grand maple forest. This was the scene of the camp meeting described in the autobiography of Peter Jones, the Indian missionary, an account of which has been given elsewhere.

Where the dividing line occurs between York and Markham at the angle on the right was the first site of the sign of the Green Bush inn, removed afterwards to the immediate outskirts of York, and to the left somewhere near by was a sign that was of interest from its peculiarity, the Darweston Gate, a small white five-barred gate hung by its topmost bar to a projection from a lofty post and having painted on its lower bars, "Darweston Gate," and the landlord's name. It was probably a reproduction by a Dorsetshire immigrant of a familiar object in his native village. Soon afterward advancing northward, Finch's was reached, a great

hostelry on the right of high repute about 1836, and subsequently among excursion parties from town and among the half-pay settlers of the Lake Simcoe region for the contents of its larder and the quality of its cooking. Another place of similar renown was Crew's, six or eight miles further on.

When a long slope towards the north begins soon after Finch's, a village entitled Dundurn was once projected by Allan MacNab afterwards the famous Sir Allan, acting at the time as agent for H. J. Boulton, but Dundurn never advanced beyond incipency. The name was afterwards familiar as that of Sir Allan's chateau close by Hamilton.

A well-travelled road now soon turned off to the right leading to certain almost historic mills in Markham, known as the German Mills. In the *Gazetteer* of 1799, these mills are referred to—Markham township in the East Riding of the County of York, fronts Yonge street and lies to the northward of York and Scarborough. Here are good mills and a thriving settlement of Germans.

The German Mills are situated on Lot No. 4 in the third concession on a portion of the Rouge or New, a river which the *Gazetteer* informs its readers was the back communication from the German settlement in Markham to Lake Ontario. The expectation in 1799 was that this river and not either the Humber or Don would one day be connected with the Holland River by a canal. It was not certainly known in 1794 where the river which the German Mills had its outlet. In IredeU's plan of Markham of that date the stream is marked "Kitcheseep or Gnat River, waters supposed to empty into Lake Ontario to the eastward of the Highlands of York." Information doubtless noted down by IredeU from the lips of some stray native. Kitcheseep, Big River, is of course simply a descriptive expression taken as in so many instances by the early people to be a proper name. It does not appear that among the aborigines there were any proper local names in our sense of the expression.

The German Mills were founded by Mr. Berczy, either on his own account or acting as agent for an association at New York for the promotion of German emigration to Canada. When after failing to induce the Government to reconsider its decision in regard to the patents demanded by him for his settlers that gentleman retired to Montreal, the German Mills with various parcels of land were advertised for sale in the *Gazette* of April 27th, 1835, in the following strain—"Mills and land in Markham, to be sold by the subscriber for payment of debts due to the creditors of William Berczy.



Esq., the mills called the German Mills, being a grist mill and a saw mill. The grist mill has a pair of French burs and complete machinery for making and bolting superfine flour. These mills are situated on Lot No. 4, in the Third Concession of Markham; with them will be given in, lots Nos. 3 and 4 in the Third Concession at the option of the purchaser. Also 300 acres, being the west half of Lot No. 31, and the whole of lot No. 32 in the second concession of Markham. Half the purchase money to be paid in hand and half in one year with legal interest. W. Allan, N. B. Francis Smith, who lives on lot No. 14 in the third concession, will show the premises. York, 11th March, 1805."

It appears from the same *Gazette* that Mr. Berczy's vacant house in York had been entered by burglars after his departure. For their apprehension, W. Chewett offers a reward of twenty dollars. Mr. Berczy never became disengaged from his embarrassments. He died in New York in the early part of 1813, aged 68. A Boston newspaper noticing his death speaks of him as a distinguished inhabitant of Upper Canada and highly respected for his literary acquisitions.

The German Mills were purchased and kept in operation by Capt. Nolan of the 70th Regiment at the time on duty in Canada, but the speculation was not a success. It is stated that this Capt. Nolan was the father of the officer of the same name and rank, who fell in the charge of the Light Brigade at the very first onset of Balacava. The mills once bore the designation of Nolanville. The *Gazette* of March 19th, 1818, contains the following curt announcement: "Notice, The German Mills and Distillery are now in operation. For the proprietors, Alexander Patterson Clark, 11th March, 1818." Ten years later they are offered for sale or to lease in the *U. C. Loyalist* of April 5th, 1828, in the following advertisement:—"For sale or to be leased, all or any part of the property known and described as Nolanville or German Mills, in the third concession of the township of Markham, consisting of four hundred acres of land, upwards of fifty under good fence and improvements with a good dwelling-house, barn, stable, saw-mill, grist mill, distillery, brew house, malt house and several other outbuildings. The above premises will be disposed of, either the whole or in part, by application to the subscriber, William Allan, York, January 26th, 1828. The premises can be viewed at any time by applying to Mr. John Duggan residing there." At this time the cluster of buildings, constituting the German Mills was a rather impressive sight to one coming upon them suddenly in the midst of the woods in

a deserted condition with all their windows boarded up.

Associated with the German Mills is the memory of Charles Stewart Murray, afterwards well-known in York as connected with the Bank of Upper Canada. He had been thrown out of employment by Capt. Nolan's relinquishment of the Mills. He was then patronized by Mr. Thorne, of Thornhill.

A romantic interest attached to Mr. Murray from his being a personal friend of Sir Walter Scott and from his being intimately associated with him in the excursion to the Orkneys while the "Pirate" and the "Lord of the Isles" were simmering in the novelist's brain. "Not a bad retrospect" playfully said Sir Walter after partaking one day of homely meat-pie at the little inn of one Rae. Lost from Mr. Murray's talk a minute grain too added to Sir Walter's already huge can of *ana*. Mr. Murray's grandfather or other near relative had been for a time secretary to Prince Charles Edward Stuart, the Pretender.

A mile or two beyond where the track to the German Mills turned off Yonge street once more encountered a branch of the Box, flowing as usual through a wide and difficult ravine. At the point where the stream was crossed mills and factories made their appearance at an early date. The ascent of the bank towards the north was accomplished in this instance in no round about way. The road went straight up. Horse power and the strength of leather were here often severely tested.

On the rise above began the village of Thornhill, an attractive and noticeable place from the first moment of its existence. Hereabout several English families had settled, giving a special tone to the neighbourhood. In the very heart of the village was the home, unfailingly genial and hospitable of Mr. Parsons, one of the chief founders of the settlements, emigrating hither from Sherbourne in Dorsetshire in 1820. Nearer the brow of the hill overlooking the Don, was the house of Mr. Thorne, from whom the place took its name, an English gentleman, also, from Dorsetshire, and associated with Mr. Parsons in the numerous business enterprises which made Thornhill for a long period a centre of great activity and prosperity. Beyond a little further northward lived the Gappers, another family initiating here the amenities and ways of good old west of England households. Dr. Paget was likewise an element of happy influence in the little world of this region, a man of high culture, formerly a medical practitioner of great repute in Toquay.

Directly opposite the house of Squire Par-



sons was the home of William Hunter. For the whole of the preceding part of this article, we are indebted to Dr. Scadding, having quoted him almost word for word and for the latter part of the article we are also indebted to him. At this point we shall insert a valuable communication from Mr. J. Shaw, of 148 Euclid avenue, giving an account of William Hunter, the early condition of Yonge street, and general reminiscences as to the life of the pioneers. Mr. Shaw says:—

I was born at Newmarket, in the Province of Canada, in the year 1822. My parents removed to York in the same year. At an early age I returned to the country, residing there until I returned to Toronto, in the year 1871. Possessing the blessing of a good memory I purpose to give you a few sketches on pioneer life, that may be interesting, and in order to make it more so, I have quoted strongly from the experience of William Hunter, a near friend of mine, with whom I was conversant during the later part of his life, and whose relation of early times have been indelibly stamped on my memory. William Hunter emigrated from England with his wife and family, consisting of one son and six daughters, in the year 1792, and settled for a time at Albany. A year later, his son Thomas returned to London, his uncle, John Hunter, having sent for him, he being a merchant doing business at No. 14 St. Paul's Churchyard. Hunter was a blacksmith, and well-skilled in the treatment of horses. Some time after, a situation opened out for him in the town of York as there were British troops stationed there, and a troop of horse. He was sent for by Governor Simcoe, who appointed him in charge as a veterinary surgeon to the horses belonging to the Garrison, and to do the Government blacksmith work. He gave him a grant of two hundred acres of land for himself and the same to each of his children, but from the wild appearance of the country, he placed but little value on the land, and consequently secured but two hundred acres situated in the Township of Vaughan, fronting on Yonge street, twelve miles from York. He arrived at York in 1793.

From the present standpoint, it would be very difficult for a stranger on entering our beautiful city, to form a just conception of the appearance of York at that period, unless he were able to take into the scope of his imagination the vast amount of improvements going on from time to time in filling up and levelling, along with the drainage, and the soil brought in to fill up the frontage from the grasp of the marsh, now called the Esplanade. York at that time was a small hamlet, numbering about four hundred

inhabitants, in close proximity to and west of the Don. The dwellings were principally constructed of logs, the joinings plastered with coarse mortar. The fire places were usually broad, built up with stone at the base, to the height of six feet, the balance frequently with small bricks with a gradual slope to the centre, and thickly coated with plaster inside. Its annual increase in population through immigration was very small. It had more the colouring of a military station in the eyes of its inhabitants, than the future home of thousands of intelligent beings. It was surrounded by thousands of the wild denizens of the forest, who were looking with jealousy on the encroachment of the white man on their hunting grounds.

Its location had a low, swampy appearance, and the want of drainage, along with the dead and motionless waters of the Don, caused the prevalence of disease. Among the most prevalent was the fever and ague, a lingering malady, though not in many cases fatal, yet it depressed energy, and by its frequent attacks, it seldom failed in breaking the constitutions of its victims. Its surroundings were lonely in the extreme to the newly-arrived emigrant, surrounded as it was by dense forests, that the wild beasts claimed as their domain. One of the settlers' night entertainments was the croaking of the thousands of frogs that infested the locality. That was termed the "Canadian Band," and it, together with the screeching of the owl and the lynx, and the howling of wolves, and other discordant notes, made it anything but pleasant when peaceful slumber was sought. Among the trials the settlers had to contend with and not the least, was the attack of the mosquito, though small in stature, owing to the countless numbers that swarmed in every direction, and their thirst for blood, and their long bills, so well-adapted to enter the pores of the skin, and their constant attacks on man, woman and child, especially at night, it became necessary to make bonfires in front of the dwellings to create smoke to prevent their entrance.

Yonge street at that time comprised what was called a bush road going zigzag to escape the forest trees, and other impediments on the line of an Indian trail. Dotted here and there might be seen the location of a hardy pioneer, whose axe had made a small opening in the forest, and the smoke of whose log cabin, covered with bark, might be seen winding its way through the branches of the surrounding trees. This was an interesting road—plentiful were deer, bears, wolves, lynx and other game, but if benighted in the forest, the traveller would find but poor protection from his gun.

against the attacks of the ravenous wolves that infested the locality.

Soon after the war of 1812, William Hunter moved from York to his farm at Thornhill, having built his house and shop directly opposite to the residence of the late Squire Parsons, latterly a partner in the firm of Thorne & Parsons, where he carried on the blacksmith business for a number of years. I might have mentioned the business of the firm of Thorne & Parsons, because they were very extensive dealers in flour and merchandise, running two or three flour mills, and the largest tannery in America, exporting flour very extensively to England. Owing to the many dangers threatening the sparsely scattered settlers through the forest by the Indians, it was necessary to keep on good terms with those who watched closely the movements of the settlers, and might at any moment break out with treacherous designs. Hunter was not slow in realizing the situation, and embraced every opportunity, by good offices and kindness, to secure their friendship. In this he succeeded in a remarkable degree. In carrying out his policy he had to submit to much unpleasantness, owing to the bold and uncultivated state of the Indians who made it convenient to visit him very often on their rambles, and often at night, when for his own convenience, he would leave the kitchen door unbolted when retiring, the Indians would quietly enter and lie down until morning, when, on rising, he would give them something to eat, and they would go on their way rejoicing, and often shed tears of gratitude as they said good-bye to Father Hunter. On various occasions they exhibited feats of skill in their wild games and exertions, in which they were famous. At a certain season of the year, they made their encampment near this place for the purpose of hunting for furs, and game, along the banks of the creek that flowed through and crossed Yonge street at this point, which was a large body of water, at that time the main tributary of the Don, but owing to the removal of the forest and other causes, the stream has been greatly reduced. The first lumbering trade in the province was commenced on this stream.

The settlement of those unbroken forests was very slow, as none but the most courageous and persevering would stand any chance of success. After all that is said of the trials the pioneer farmer undergoes, which are very great, they were the happiest community in the country. Friendship with them was a necessity. They made it their platform. They laid hold of it, and practically it grew up with them through life, and in those cases where necessity was

the only propelling power in society, by constant exercise it soon became a virtue, and was transmitted through their coming generations. No one farmer could stand aloof, and say to his neighbour farmer "I will not want thy assistance at any time." For illustration, I will give you a sketch of the first process of clearing land. The same necessity crops up in other departments of farming. Smith goes on his wild bush farm. He commences underbrushing, then chopping down the trees, and cutting them up into proper lengths, trimming and piling the bush, until he accomplishes in this way as many acres as he desires. He lets the timber lie for drying purposes until the proper time arrives for logging and burning. The thought never occurs to me "How will I get all this done?" but when the proper time arrives he goes and invites his neighbours to his logging bee on such a day. They all arrive on time and bring with them two or more yoke of oxen, with a strong chain attached to each yoke. They are all practical men, they divide the chopping, divide the men into two gangs, choose a foreman for each, and commence business. It requires about four men to one yoke of oxen.

The end of the chain is attached to the end of one or more logs at a time, and drawn by the oxen where the pile is to be formed, and each log rolled by the men up, forming a huge pile, some six or eight feet high. So onward they go, clearing the ground of logs, until all is in piles, ready for burning, and then they all have a jolly time at Bro. Smith's at night. Thus they continue to assist each other, alternately building up a life-long friendship that but few enjoy in any other station in life.

It was natural for the hard-wrought settlers to have entertainment occasionally of one kind or another, as a change from the loneliness of these surroundings, so at a meeting it was determined to have a holiday for games and other amusements, with an Indian war dance at night, and Mr. Hunter was requested to invite the chief of the tribe to bring down from the Oak Ridges, a company of his braves on the night in question. Hunter accordingly sent a messenger to inform him, and the invitation was accepted, to take place on the following week. When the day arrived, everything went off satisfactorily, but the interest was concentrated on the night performance. The Indians were there on time, a large troop of them, about one hundred warriors, headed by their chief, clothed in their war costume, with painted faces, armed with knives, and tomahawks, the savages forming themselves around a large bonfire. The scenes enacted on that memorable night beggar description.



It partook of the character of a sham fight, with all the heinousness of Indian warfare, waving their hatchets, and striking at each other, but with such exact skill as not to injure each other in the slightest degree, also imitating the process of scalping with their knives. Their faces being striped with the juice of the Indian berry, from the light of the fire, had the appearance of streaming blood. Their wild ejaculations and utterings, as they danced to and fro around the fire, the shrill echo of the war-whoop resounding through the forest trees, added fearfully to the horrors of the scene. At the close the Indians were supplied with provisions, and encamped at the fire until the break of day, when they retired quietly to their woodland retreat.

As time advanced the number of the settlers increased. The dread of the Indians gradually subsided, as experience proved that the Indian, though a dangerous enemy, by kind and generous treatment would continue a trusty friend of the white man.

To resume Dr. Scadding's narrative—Another man of mark associated with Thornhill in its palmy days, was the Rev. Geo. Mortimer, for a series of years the pastor of the English congregation there. An earlier incumbent of the English church at Thornhill, was the Rev. Isaac Fidler. This gentleman rendered famous the scene of his Canadian ministry, as well as his experiences in the United States, by a book, which in its day was a good deal read. It was entitled "Observations on Professions, Literature, Manners and Emigration in the United States and Canada." Mr. Fidler was a remarkable person, of a tall, Westmoreland mould, resembling the common pictures of Wordsworth. He was somewhat peculiar in his dress, wearing always an extremely high shirt collar, very conspicuous round the whole of his neck, forming a kind of spreading white socket, in which rested and revolved a head, bald, egg-shaped and spectacled. Besides being scholarly in the modern sense, Mr. Fidler possessed the more uncommon accomplishment of a familiarity with the Oriental languages.

In his book, he gives the narrative of the overturn of a family party on their way home from church. The charioteer was the intended youthful bridegroom of one of the young ladies of the party. The horses became less manageable every moment, but mirth and jocularly prevailed among the party, wholly inapprehensive of danger. The carriage was overturned and the ladies and gentlemen trundled out off like rolling pins. Nobody was hurt in the least for the mud was so soft that they were embedded in it. Dr. Scadding tells of his experience

when officiating one bright summer morn in the Thornhill church. "A farmer's horse, that had been roaming leisurely about an adjoining field, suddenly took a fancy to the shady interior disclosed by the wide-open doors of the sacred building. Before the churchwardens or any one else could make out what the clatter meant, the creature was well up the central passage of the nave. Then becoming affrighted, its ejection was an awkward affair calling for tact and manoeuvring."

The English church at Thornhill has had another incumbent, not undistinguished in literature, the Rev. E. H. Dewar, author of a work published at Oxford, in 1844, on the theology of Modern Germany. It is in the form of letters to a friend, and is entitled "German Protestantism and the Right of Private Judgment in the Interpretation of Holy Scripture." The author's former position as chaplain to the British residents at Hamburg, gave him facilities for becoming acquainted with the state of German theology. Mr. Dewar died at Thornhill, in 1862. The incumbent, who preceded Mr. Dewar, was the Rev. Dominic E. Blake, brother of Mr. Chancellor Blake, a clergyman, also of superior talents. Previous to his emigration to Canada in 1832, he had been a curate in the county of Mayo. He died suddenly in 1859.

It is curious to observe that in 1798, salmon ascended the waters of the Don to this point on Yonge street. Among the recommendations of a farm about to be offered for sale, the existence thereon of an excellent salmon fishery, large enough to support a number of families, is named.

As we move on from Thornhill with Vaughan on the left, and Markham on the right, the name of another rather memorable, early missionary recurs, whose memory is associated with both these townships—Vincent Philip Meyerhoffer. Mr. Meyerhoffer was a Hungarian, born at Raab, in 1784, and had been ordained a Presbyterian in the National Church of Austria. On emigrating to the United States, he being himself, a Franciscan, fell into some disputes with the Jesuits, at Philadelphia, and withdrew from the Latin Communion and attached himself in company with a fellow Presbyterian, named Huber, to the Lutheran Reformed. As a recognized minister of that body, he came on to Buffalo, where he officiated for four years to three congregations, visiting at the same time, occasionally, a congregation on the Canada side of the river at Limeridge. He, here for the first time, began the study of the English language. Coming now into contact with the clergy of the Anglican communion, he, finally re-



solved to conform to the Anglican church and was sent by Bishop Stewart, of Quebec, to the German settlement in Markham and Vaughan. Here he officiated for twenty years, building in that interval St. Stephen's church, in Vaughan, St. Philip's, in the third concession of Markham, and the church in Markham village, and establishing a permanent congregation at each. He was a vigorous, stirring preacher in his acquired English language, as well as in his vernacular German. He possessed also, a colloquial knowledge of Latin, which is still a spoken language in part of Hungary. He was a man of energy to the last, ever cheerful in spirit and abounding in anecdotes, personal or otherwise. During the Napoleonic wars, he was "Field Chaplain of the Imperial Infantry Regiment, No. 60, of the Line," and accompanied the Austrian contingent of 40,000 men furnished to Napoleon by the Emperor of Austria. He was afterward, when the Austrian Emperor broke away from Napoleon, taken prisoner with five regiments of the line, and sent to Dresden and Mayence. He was at the latter place, when the battle of Leipsic was fought Oct. 16, 17, 18, 19, 1813. He now left Mayence without leave, the plague breaking out then, and got to Oppenheim, when a German Presbyterian, named Muller, concealed him till the departure of the French out of the town. After several adventures, he found his way back to the quarters of his regiment, now acting in the anti-French interest at Mannheim, where he duly reported himself and was well received. After the war, from the year 1816, he had for three years the pastoral charge of Klingenstein, in the diocese of Strasburg. He died at Whitby in 1859. A memoir of Mr. Meyerhoffer has been printed, and it bears the following title, "Twelve Years a Roman Catholic Priest, or the Autobiography of the Rev. V. P. Meyerhoffer, M. A., late Military Chaplain to the Austrian Army, and Grand Chaplain of the Orders of Free Masons and Orangemen of Canada, B. N. A., containing an account of his career as Military Chaplain, Monk of the Order of St. Francis, and Clergyman of the Church of England, in Vaughan, Markham and Whitby, C. W."

He had a musical voice which had been properly cultivated. This, he used to say, was a source of revenue to him in the early part of his public career, those clergy being in request and receiving a higher remuneration, who were able to sing the service in a superior manner. His features were strongly marked and peculiar, perhaps Mongolian in type. They were not German, English or Italian. Were the concavity of the nose

and the protection of the mouth a little more pronounced in Elias Howe, the medallions of that personage would give a general idea of Mr. Meyerhoffer's profile and head.

In his younger days, he had acquired some medical knowledge which stood him in good stead for a time at Philadelphia, when he and Huber first renounced the Latin dogmas. His taste for the healing art was slightly indulged, even after the removal to Canada, as will be seen from an advertisement, which appeared in the *Courier* of Feb. 29th, 1832. It is headed thus: "The use and direction of the new invented and never-failing Wonder Salve by D. V. P. Meyerhoffer, of Markham, U. C., H. D., 5th concession." The advertisement then goes on to say that the salve is good for burns, old wounds, teller worms, and so forth. Testifying to its worth are the following: "In Markham, Mr. Philip Eckhardt, jun.; do. do. sen.; Gottlieb Eckhardt, Abraham Eckhardt, John Pingel, jun.; Mr. Lang, Mr. Large, John Perkins, John Schab, Charles Peterson, Luke Stantenkough, Peter March. In Vaughan, Jacob Fritcher, Daniel Stang. Recommended by Dr. Baldwin of York. The medicine is to be had in the Eighth concession of Markham, called Riarstown, by Sinclair Holden, in the fifth concession by Christopher Hevelin and T. Amos, in the town of York in J. Baldwin's and S. Barnham's stores on Yonge street by Parsons and Thorne. Price of a box, two shillings and sixpence currency."

Military associations hung about the land to the right and left of Richmond Hill. The original possessor of Lot No. 22, on the west side, was Captain Daniel Cozens, a gentleman who took a very active part in opposition to the revolutionary movement, which resulted in the independence of the United States. He raised at his own expense a company of native soldiers in the Royalist interest and suffered the confiscation of a considerable estate in New Jersey. Three thousand acres in Upper Canada were subsequently granted him by the British Crown. His sons, Daniel and Shivers, also received grants. Samuel died of a fit at York, in 1808, but Shivers returned to New Jersey and died there, where family connexions of Captain Cozens, still survive. There runs amongst them a tradition, that Captain Cozens built the first house in our Canadian York. We observe in an early plan of York, the name of Shivers Cozens, on No. 23, in Block E, on the south side of King street, the name of Benjamin Cozens, on No. 5, on Market Square, and the name of Captain Daniel Cozens, on No. 4, King street (new town, north side, with the date of the grant, July 20th, 1799. It is thus quite likely

that Captain Cozens, or a member of his family, put up buildings in York at a very early period. We read in the *Niagara Herald*, of October 31, 1801, the following: "Died on the 6th ult., near Philadelphia, Captain Daniel Cozens," and in the *Gazette and Oracle*: "Deported this life, on the 29th ult., Mr. Samuel D. Cozens, one of the first inhabitants of this town (York). His remains were interred with Masonic honours on the 31st."

Another officer of the Revolutionary era, was the first owner and for several years, the actual occupant of the lot, immediately opposite Captain Cozens. This was Captain Richard Lippincott, a native of New Jersey.

On the 12th April, 1782, Captain Lippincott, acting under authority of the "Board of Associated Loyalists of New York," executed by hanging Captain Joshua Huddy, of the Revolutionary army, as an act of retaliation, Captain Huddy having summarily treated in the same way, a relative of Captain Lippincott's, Philip White, who was surprised within the lines of the Revolutionary force, while on a stolen visit to his mother on Christmas Day. On Huddy's breast was fastened a paper, bearing the words: "Up goes Huddy for Philip White."

When the surrender of Capt. Lippincott was used by the Royalist authorities, Washington ordered the execution of an officer of equal rank, to be selected by lot, out of the prisoners in his hands. The lot fell on Capt. Charles Asgill, of the Guards, aged only nineteen. He was respited, however, until the issue of a court-martial, promised to be held on Capt. Lippincott, should be known. The court acquitted, and Captain Asgill only narrowly escaped the fate of Andre, through prompt intervention on the part of the French Government. The French Minister of State, the Count de Vergennes, to whom there had been time for Lady Asgill, the Captain's mother, to appeal, received directions to ask his release in the conjoint names of the King and Queen, as "a tribute to humanity." Washington thought proper to accede to this request, but it was not until the following year, when the Revolutionary struggle ended, that Asgill and Lippincott were set at liberty. The former lived to succeed to his father's baronetcy and to become a General officer. Colonel O'Hara, of Toronto, remembered dining at a table, when a General Sir Charles Asgill was pointed out to him as having been during the American Revolutionary War, under sentence of death, condemned by General Washington to be hanged in the place of another person.

Captain Lippincott received from the Crown, three thousand acres in Upper

Canada. He survived until the year 1826, when aged 81, and after enjoying half-pay for a period of forty-three years, he expired at the house of his son-in-law, in York. Colonel George Taylor Denison, who gave to his own eldest son, Richard Lippincott Denison, Captain Lippincott's name. A few miles further on, namely, in North and East Gwillimbury, General Benedict Arnold, known among United States citizens as "the traitor," received a grant of five thousand acres.

A short distance beyond Richmond Hill, was the abode of Colonel Moodie on the right, distinguished by a flag staff in front of it, after the custom in Lower Canada, when an officer's house used to be known in this way. Colonel Moodie's title came from his rank in the regular army. He had been Lieut.-Colonel of the 104th Regiment and had served in the Peninsular war and in the Revolutionary war. He was shot in 1837, while attempting to ride past Montgomery's hotel, regardless of the insurgent challenge to stop.

At a certain period in the history of Yonge street, as, indeed, of all the leading thoroughfares of Upper Canada about 1830-33, a frequent sign that property had changed hands, and that a second wave of population was rolling, was the springing up at intervals of houses of an improved style, with surroundings, lawns, sheltering plantations, winding drives, well-constructed entrance gates, and so on, indicating an appreciation of the elegant and comfortable. A little way beyond Richmond Hill on the left, were two instances of this: cosy, English looking residences, not far apart, with a cluster of appurtenances round each, the homes of Larratt Smith and Francis Boyd, both of whom had settled with their families in 1836. Mr. Smith had been previously in Canada in a military capacity, during the war of 1812-13, and for many years subsequently, he had been Chief Commissary, of the Field Train Department, and Paymaster of the Artillery. He died at Southampton in 1860. Mr. Boyd, who emigrated hither from the county of Kent, was one of the first in these parts to import from England, improved breeds of cattle. In his house was to be seen a collection of really fine paintings, amongst them a Holbein, a Teniers, a Domenichino, a Smirke, a Wilkie and two Horace Vernets. The families of Mr. Boyd and Mr. Smith were related by marriage. Mr. Boyd died in Toronto in 1861.

It was in this house that Kinnear was murdered in 1843. Bond's Lake, near by, was named from W. Bond, a gardener near York, in 1800.



## CHAPTER CCXIII.

## THE ROYAL CANADIANS.

**Supplementary Details—The Qualifications Required by Candidates for Commissions.**

There are things less likely to happen than this, that at some future period the Canadian Dominion may raise, as Upper and Lower Canada did in 1858, a regiment for general service in the British dominions.

It may therefore prove not uninteresting to many readers if they learn what was required from the gentlemen who in 1858 sought to obtain commissions higher than that of ensign in the 100th Regiment.

The following is an extract from the Archives department at Ottawa, of the proceedings, in one case, which is a fair sample of all, of the Board of Examiners:—

Proceedings of a Board of Officers, assembled by order of His Excellency Lieut. General Sir William Eyre, K. C. B., commanding the troops in British North America, for the purpose of examining for commissions in her Majesty's 100th or Prince of Wales's Royal Canadian Regiment.

Montreal, 6th May, 1858.

President—Col. Orde, commanding Royal Engineers.

Members—Capt. Gallwey, c. Royal Engineers; Rev. L. J. Rogers, Assistant Chaplain to the Forces.

Mr. Brown Wallis appeared before the Board as a candidate for a lieutenant's commission in the 100th Regiment.

Mr. Brown Wallis is acting adjutant of the Durham Light Cavalry, and also holds a commission as captain in the sedentary militia.

The Board, having put a few general questions to Mr. Brown Wallis, is of opinion that he is well qualified for lieutenantancy in her Majesty's army, and beg to recommend him for such.

(Signed) W. R. ORDE, Colonel,  
Commanding Royal Engineers.

" J. L. GALLWEY, Captain,  
c. Royal Engineers.

" E. J. ROGERS,  
Asst. Chaplain to the Forces.

Approved.

WM. EYRE, Lieut. Gen'l,  
Commanding the Forces in B. N. America.  
Headquarters:

Montreal, 6th May, 1858.

This Mr. Brown Wallis was for some short time acting adjutant of a detachment of the regiment under command of Major Dunn, V.C. He retired from the army in 1863 and now resides in Ottawa. He is one of the very few survivors of the original officers of the regiment.

## CHAPTER CCXIV.

## TORONTO HIGHLANDERS.

**The Original Highland Rifle Company—Its Origin and its Officers.**

Nearly thirty-eight years ago, in the spring or early summer of 1856, several of the then residents in Toronto who were of Scottish birth or extraction decided to enrol themselves (could they get permission and procure officers), as rifle volunteers, and form a company to be known as the Highland Company, who were to have the same uniform as the Scotch regiments of the British army.

This idea was eventually carried out, though their tunics were green, instead of red, as those of the 48th are to-day (1893).

There was some little difficulty at first in obtaining officers, not from lack of material but because so many of those who were willing to accept commissions had had no previous military training.

Eventually the command was offered to Mr. Alexander Mortimer Smith, who, happily, still survives, and when he had accepted it everyone wondered why he had not been asked in the first place.

Captain Smith was a born soldier, and to this day takes the keenest interest in military matters. He joined the 93rd Highlanders in 1836, when he was a mere youth, came to this country in 1838, and served throughout the Canadian rebellion. In 1840, listening to the advice of his friends in Scotland, he purchased his discharge and entered upon commercial pursuits, but his heart was always with the army, and he gladly undertook the command when it was offered to him.

When the 100th Regiment was raised, so highly did Colonel de Rottenburg, who was the A. G. of Militia in Upper Canada, appreciate Capt. Smith that he wished him to be appointed to a captaincy in that regiment, but circumstances were otherwise not propitious, and Captain Smith remained in Toronto.

The other officers were Alexander T. Fulton, who was lieutenant, and John Gardiner, formerly of the 71st Regiment, was ensign.

The men of the company were remarkable for their fine appearance, for the readiness with which they acquired their drill and for their steadiness on parade.

Eventually the company was merged in the Queen's Own Rifles after an independent career of about eight years. There are few bygone things that were more creditable to Toronto than was the Highland Company.



## CHAPTER CCXV.

## THE OLD FRENCH FORT.

**One of the Early Trading Posts—Erected About 1749-50—Known as Fort Rouille—A Very Full Description.**

The venerable Dr. Scadding prepared some years ago a sketch and compilation from various sources of the history of the old French trading post known as Fort Rouille, which was located at the south-west corner of the present Industrial Exhibition Grounds, just where Dufferin street runs into the lake. The account is interesting, containing as it does references to Toronto and its site by the early historians. Dr. Scadding has made the sketch as accurate as possible by consulting every available authority.

**REASON OF THE OLD FRENCH FORT'S EXISTENCE.**

The domain of the Five Nations of the Iroquois Indians, which extended along the whole of the south side of Lake Ontario, was, for a time, regarded, in theory at least, as neutral ground by the French of New France and the English of New England. But both French and English soon shewed a desire to obtain a good foothold there, first for the purpose of trade, and secondly with a view, it cannot be doubted, to ultimate possession by treaty or otherwise.

By permission of the neighbouring aborigines, La Salle, in 1679, erected a small stockade at the mouth of the Niagara River, to be simply a temporary receptacle for peltries brought down from Michilimackinac and Detroit, by way of Lake Erie, and a store-house for goods to be offered in exchange for the same; which stockade, by 1725, had become the strong, solid fortress which, with some enlargements, we see to-day in good condition, commanding the communication between the lakes Ontario and Erie. Had Fort Toronto been longer-lived than it was, it would have become, without doubt, in a short time an armed military establishment, like the other posts.

Following the French example, Governor Burnett, of the province of New York, after obtaining a nominal permission from the Iroquois, established, in 1722, a small store-house or trading post on the west side of the entrance to the River Oswego, a stream by which a communication could be conveniently maintained between the waters of Lake Ontario and those of the Mohawk river, the Hudson and the sea. Its ostensible purpose was, at the outset, the same as that of La Salle's enclosure at the mouth of the Niagara; but in 1728, Governor Burnett took care, again after the French example, that the simple stockade should be trans-

formed into a regular fortress of stone, memorable as being the first military work on Lake Ontario whence waved the flag of England.

The effect of the English trading-post at the entrance of the Oswego river was soon felt by the French traffickers in furs at Forts Niagara and Frontenac; and it became manifestly important that something should be done to neutralize, as far as possible, this unwelcome interference with the usual current of trade.

**THE OLD FRENCH FORT FOUNDED.**

In an official Journal or Report on Canadian affairs transmitted to France in 1749, by the Governor-General of the day, the Count de la Galissoniere, the Government of Louis XV was informed that directions had been given for the building of a stockade or store-house at Toronto—so the "pass" here between the lakes Ontario and Huron was at this time styled. "On being informed," the Report says, "that the northern Indians ordinarily went to Choneguen with their peltries by way of Toronto, on the north-west side of Lake Ontario, twenty-five leagues from Niagara and seventy-five from Fort Frontenac, it was thought advisable to establish a post at that place, and to send thither an officer, 15 soldiers and some workmen, to construct a small stockade fort there." (See Paris Documents, Colonial History, State of New York, vol. X., p. 201. Albany, 1858, 4to). The name of the officer sent on this service was Port-neuf.

The authorities at Versailles were always cautioning the governors of Canada against expense. Galissoniere therefore thinks it prudent to observe: "The expense will not be great: the timber is transported there, and the remaining requisites will be conveyed by the barques belonging to Fort Frontenac." He then shews how the new post may be sustained and how its main object can be secured. "Too much care," he says, "cannot be taken to prevent those Indians (from the north) continuing their trade with the English; and to furnish them at this post with all their necessities, even as cheap as at Choneguen, Messrs. de la Jonquiere and Bigot," it is added, "will permit some canoes to go there on license, and will apply the funds as a gratuity to the officer in command there." Moreover, it is said, "directions must be given to regulate the prices at the other posts." "It will be necessary to order the commandants at Detroit, Niagara and Fort Frontenac, to be careful that the traders and store-keepers of those posts furnish goods for two or three years to come, at the same rate as the English; by this means the Indians will

disaccustom themselves from going to Choueguen, and the English will be obliged to abandon that place." (It is scarcely necessary to say that Choueguen is the same name as Oswego, with an initial syllable dropped and a final *n* retained. The M. de la Jonquiere mentioned is Galissoniere's successor, just arrived, and M. Bigot is his co-adjutor or Intendant, as the expression was. It may be mentioned that a fort at the "pass at Toronto" had been suggested some years before, namely, in 1686, by Governor-General de Denonville, but its situation was to have been at the Lake Huron end of the "pass," and of a military character, so that English men, should they chance to trespass that way, might "have some one to speak to." No action, however, was taken on the suggestion.)

As to the form and size of the fort at Toronto erected in 1749, we obtain very precise information in the "Memoir upon the late War in North America, in 1759-60," by Capt Pouchot, the last French commandant at Fort Niagara. "The Fort of Toronto," Pouchot says (p. 119, vol. II.), "is at the end of the Bay (i. e. west end), on the side which is quite elevated, and covered (i. e. protected) by flat rock, so that vessels cannot approach within cannon shot." The rock that crops up just below the site of the fort, in flat sheets, is very conspicuous when the lake is calm. Pouchot had seen the fort, but he writes in the past tense, after its destruction "This fort or post," he says, "was a square about thirty toises (180 feet) on a side externally, with flanks of fifteen feet. The curtains formed the buildings of the fort. It was very well built, piece upon piece; but was only useful for trade. A league west of the fort," he adds, "is the mouth of the Toronto river, which is of considerable size. This river communicates with Lake Huron by a portage of fifteen leagues, and is frequented by the Indians who come from the North." (The Humber was known then as the Toronto river, because it led northward towards Lake Toronto (i. e. Lake Simcoe), just as the Montreal river falling into Lake Superior was so styled because it indicated one of the canoe routes to Montreal, and as Canada Creek, an affluent of the Mohawk river, was so called, because its channel was a water-way northwards towards Canada. For the same reason Matchedash Bay, on the old maps, was Toronto Bay, (Baie de Toronto), as penetrating far inland towards Lake Toronto in a south-eastern direction; and, similarly, even the lakes forming the communication with the River Trent and the Bay of Quinte, were collectively the "Toronto lakes.")

We learn from Capt. Gother Mann's now celebrated "Plan of the Proposed Toronto Harbour," etc., dated "Quebec, 6th Dec., 1788," that there were five buildings within the stockade. He delineated them distinctly in his plan, as well as the bounds of the quadrangle enclosed by the palisades. The remains were then so prominent to the view and tangible as to justify the application to them of the term "Ruins." The group is labelled on his map, "Ruins of a Trading Fort, Toronto." Probably in 1788, when Gother Mann examined the spot, some of the pickets were still in position, and the charred remains of the cedar posts which supported the buildings would still be standing. These in later years had disappeared, utilized as fuel, probably, by camping-parties from time to time; but the long shallow trenches where the palisades had been planted in the ground, and the pits and irregularities in the surface of the soil, shewing in the usual way where buildings of perishable materials had once been, were very conspicuous down to the year 1878; although by that time a good deal of the space once enclosed within the palisades had fallen into the lake. (The writer himself remembers when the area shewing the remains of the old French fort was much larger on the southern side than it was in 1878, through the extension of the cliff out into the lake considerably beyond the line of the present shore. He also well remembers a vertical stain (as from decayed wood) extending some way down on the face of the cliff where the land had fallen off: this was the place, as he believed, where the flag-staff had been inserted in the ground: also a number of flag-stones from the adjoining beach, roughly laid down on the surface of the soil, where, as is likely, some great wood-stove, or the oven of the fort, had stood).

#### NAME AND NATURE OF THE OLD FRENCH FORT.

The name officially conferred on the newly-established post was Fort Rouille, in compliment to Antoine Louis Rouille, Count de Jouy, Colonial Minister of France, 1749-54, in succession to the Count Maurepas. This Count de Jouy was a distinguished personage, not only on account of the many high positions in the state which he had held, but also by reason of his patronage of literature. He was for a time at the head of the Royal Library, and was instrumental in having translations made of De Thou, Guicciardini, and other important writers. (He died in 1761.) But, notwithstanding the eminence of the Minister in these several directions, his name as connected with the new trading post on the shores of Toronto



Bay quickly fell into disuse. The expression Toronto was already familiar to the popular ear and in the popular speech as denoting the important canoe-landing near by, for the "pass at Toronto;" and the post became commonly known as Fort Toronto, i. e. the trading-post at the Toronto landing. By that appellation it came to be generally spoken of very soon after it was first established. In a despatch addressed by M. de Longueuil, Governor-General, to Rouille himself in 1752, we have both expressions used. Speaking of a missing soldier who had recently been sent with despatches from the post of Niagara to the post of Fort Frontenac (Kingston), *via* Toronto, he says: "The Commandant at Niagara, M. de la Levalterie, had detached a soldier to convey certain despatches to Fort Rouille, with orders to the store-keeper at that post to transmit them promptly to Montreal. It was not known," he then adds, "what became of that soldier. About that time," he continues "a Mississauga from Toronto arrived at Niagara, who informed M. de la Levalterie that he had not seen that soldier at the fort nor met with him on the way. It is to be feared that he has been killed by the Indians, and the despatches carried to the English." Then in a passage of the same communication, which will be given hereafter, M. de Longueuil makes use of the other expression, Fort Toronto.

The Intendant Bigot also again and again speaks of this establishment as Fort Toronto in the elaborate "Memoir" prepared by him in reply to certain charges of mismanagement brought against him on his return to France in 1763, and printed at Paris in that year, making however the incidental remark, that it was for some time known as Fort Rouille. We learn from the same Memoir that Fort Toronto was from the outset a Royal Post, i. e. that the trade carried on there was for the benefit of the King's Exchequer. In a despatch to Rouille himself, copied in the Memoir, he refers to great expenses incurred at Fort Oswegatchie (Ogdensburg) through the necessity of supplying food to the Indians there; but then he hopes, he says, to recoup himself for these expenses by the trade carried on at Toronto, "where large quantities of goods ('effects') are required for that purpose."

#### TRADE AT THE OLD FRENCH FORT.

During the brief span of its existence, there was not time for Fort Toronto to develop into a first-class trading-post. From its proximity to Niagara it was, in certain points of view, a dependency of the fort there. In 1754 the occupants of Fort Niagara were twenty-four soldiers, five officers, two sergeants, one drummer, a chaplain, a sur-

geon, and a store-keeper; and the number of canoes annually despatched thither with supplies was ten; while at Fort Toronto there were only five soldiers, one officer, two sergeants, and a store-keeper; and the number of canoes sent up with goods was five. Each canoe destined for the western forts was freighted with a cargo worth about seven thousand French livres, and the price given for good beaver was from three livres ten sous to five livres per pound. As we have already seen, a considerable supply of "effects" was required at Fort Toronto to make it answer the purpose of its establishment. From the outset it was foreseen that the business done there would diminish that done at Forts Frontenac and Niagara. But it was argued: "If there be less trade at these two last-mentioned forts, there will be less transportation of merchandise: what will be lost on the one side will be gained on the other, and it will amount to much the same thing in the end. The King will even reap a great advantage, if we can accomplish the fall of Choueguen by disgusting the Indians with that place, and this can be effected only by selling cheap to them."

Season after season then, for ten years, we may suppose a great variety of scenes occurring within and around the palisades of Fort Toronto, characteristic of the period and the special circumstances and condition of the immediate locality. Along the Indian road or trail from the North, bands of Mississaugas (who were simply Otchipways from Lakes Huron and Superior), would come down, bringing with them the furs collected during the hunting season, together with other articles of merchandise, the handiwork of themselves and their squaws in the lodges during the winter months. Bands bearing the same tribal appellation, and laden with similar burdens, would arrive also from the West, travelling along through the "Mississauga Tract" by path on the north shore of the lake; and some, moreover, would make their way thither from the westward in canoes. The trees which lined the broad sandy beach from the mouth of the Humber to what in modern days has been known as the Dugway, was a very favourable situation for encampments. This space would be dotted over with numerous temporary wigwams; and a double file of traffickers, male and female, would be seen on the track leading eastward toward the Stockade on the cliff a little way down the bay,—some going, eager to effect sales, others returning, pleased, or the contrary, with terms secured, or floating over some useful or showy purchase just made.



At this Stockade on the cliff were thus spread out for the first time in these parts the products of human industry, for critical inspection and mutual interchange.

Displayed on the greensward inside the palisades on the one side were wares brought laboriously hither from the Old World across the sea; and on the other, also brought laboriously hither, often from considerable distances, the ordinary products of the country, as it then was: the outcome of the common pursuits and toil of the natives of the land, with specimens of their handiwork and ingenuity, rude it may be, in aspect, but evincing instincts, tendencies and capacities in germ, identical with those of the more favoured members of the human family with whom they were here confronted. On the one side, we have the Frenchman, all activity, and fluent of speech, exhibiting to the best advantage cheap fabrics in wool, in cotton, in flax, and it may be, to a limited extent, in silk, from the looms of old France, cloths, linens, ribbons, braids, very pronounced in colour and pattern, to suit the "savage" fancy; together with cutlery of a certain class, hatchets, knives, and simple tools; kettles, of brass and iron; fusils, powder and shot and ball; beads, toys, mirrors, silver trinkets. On the other side we see the red man of the North, sedate in manner, taciturn, keen-sighted withal and shrewd, opening out his peltries of various kinds, his beaver, otter, fox, marten, deer, bear, wolf and buffalo skins; his moccasins and shoe-packs of well-cured buckskin and buffalo-hide; his birch-bark mokuks filled with pemmican or maize or dried berries; his bass-wood baskets, chequered red, white and blue; pouches, belts and leggings fringed and adorned with the stained quills of the porcupine; snowshoes, bows and arrows, carved war clubs, stone pipes.

The fascinating, fatal fire-water was forbidden to be offered in open traffic, but some supply of it was not far off, to be dispensed in occasional treats.

Here, then, at the primitive Fort Toronto was inaugurated, on a humble scale, the commerce which has been so happily since developed on the shores of the adjoining bay; the commerce now represented by manifold symbols and signs in every quarter of the wide-spread city of Toronto—the well-supplied stores of King Street, Yonge Street and Queen Street, the grand warehouses of Wellington Street and Front Street; the freight depots, elevators, steamers, trains, crowded platforms and wharves of the Esplanade, and, though last to be mentioned, yet by no means the least in significance and importance, by the multi-

tudinous assemblage of buildings with their multifarious contents, animate and inanimate; as seen during the time of the September exhibition of each successive year, in the great Industrial Exhibition Park, of which the monument commemorative of the early trading post now forms so conspicuous an ornament.

I have more than once spoken in other publications of a certain early MS. map which I once had the advantage of seeing in England, in which over a small group of little tent-shaped huts on the shore of Toronto bay, was written, "Toronto, an Indian village, now deserted." As there is nothing to lead us to suppose that there was ever at this point a village of sedentary Indians, it is reasonable to conjecture that the inscription in question was occasioned by a sight of the dismantled wigwams on the strand at the terminus of the Indian road from the north, without a knowledge of their origin and periodical use. Bouchette's two or three Mississaga families that, according to his experience, were the only inhabitants of the shore of Toronto bay in 1792, were perhaps simply casual utilizers of the same frail apologies for houses, during a hunting or fishing excursion.

#### FRANCOIS PIQUET'S VISIT TO THE OLD FRENCH FORT.

Francois Piquet was a presbyter of the French Church in Canada, a member of the religious confraternity of St. Sulpice. He was a man of great zeal and enterprise; and in 1749 accomplished, almost unaided, the establishment of a mission at the mouth of the River Oswegatchie (opposite the modern Prescott), in the territory of the Iroquois Indians. By 1752, the Oswegatchie mission, after some disastrous experience, had developed in the usual way into an important trading post and centre of French influence, especially among the Onondaga, Oneida and Cayuga native tribes. In 1752 Piquet made an exploratory tour of Lake Ontario. A king's boat was supplied to him for the purpose. His journal of the expedition has been printed. In June he was at Fort Frontenac. Here he found the Indian trade ruined by the English post at Choueguen (Oswego). He complains of the fare he met with at Fort Frontenac: the pork and bacon were very bad; and there was not brandy enough in the fort to wash a wound. He passed on to the Bay of Quinte and visited the site of a mission formerly established there by two brother presbyters of the Sulpician order, Dolieres de Kleus and D'Urfe. On the twenty-sixth of June he reached the new fort of Toronto, which offered a striking contrast to Fort

Frontenac. "The wine here is of the best," Piquet says; "nothing is wanting in the fort; everything is abundant, fine and good." He found a number of Mississauga Indians there, who, he says, flocked around him, and spoke of the happiness their young people, the women and children, would feel if the King of France would be as good to them as to the Iroquois Indians, for whom he provided missionaries. They complained that for them, instead of building a church, only a canteen had been constructed. He would not, however, allow them to proceed any further, and answered them to the effect that they had been treated according to their fancy; that they had never evinced the least zeal for religion; that their conduct was much opposed to it; that the Iroquois Indians, on the contrary, had manifested their love for Christianity. He was strongly impelled to persuade them to join him at his mission at Oswegatchie, but the governor-in-chief had commanded him to confine his efforts to the Iroquois tribes; so, lest the ardor of his zeal should betray him to disobedience, he re-embarked and encamped six leagues from temptation. Two days more brought him round the head of the lake to Niagara, where he was warmly received by the commandant, the chaplain, and the storekeeper. The next day he proceeded to the trading place above the Falls: and in connection with his observations on these two posts, he refers again to the post at Toronto, and expresses the opinion that the storehouses there should not be kept up, because the trade of Fort Frontenac and Niagara was thereby diminished. "It was necessary," he says, "to supply Niagara, and especially the trading places above the Falls, rather than Toronto. The difference," he says, "between the two first named of these posts, and the last, is that three or four hundred canoes could come loaded with furs to the Portage (*i. e.*, the post above the Falls); and that no canoes at all could go to Toronto, except those which otherwise must necessarily have gone to Niagara or Fort Frontenac, such as those of the Ottawas of the head of the lake and the Mississagas; so that Toronto could not but diminish the trade of these two ancient posts, which would have been sufficient to stop all the savages had the stores been furnished with goods to their liking." The storekeeper at Niagara had told him that the Indians compared the silver trinkets which were procured at Choueguen with those which were procured at the French posts, and they found that the Choueguen articles were as heavy as the others, of purer silver and better workmanship, but did not cost them

quite two beavers, whilst for those offered for sale at the French King's posts ten beavers were demanded. Thus we are discredited, and this silverware remains a pure loss in the King's stores. "French brandy, indeed," Piquet reprovingly adds, "was preferred to the English (rum); nevertheless that did not prevent the Indians from going to Choueguen. To destroy the trade there, the King's posts ought to have been supplied with the same goods as Choueguen, and at the same price." The closing up of the establishment at Toronto, however, as we shall presently see, was destined to be brought about in the way differing from that suggested. (See Colonial Documents, N. Y., X, 201, where the name is given as Piquet; and Parkman's Montcalm and Wolfe I., 68, and II. Appendix).

#### A FRIEND IN NEED WANTED AT THE OLD FRENCH FORT IN 1752, AND FOUND.

The increasing encroachments of the English colonists on the territories owned or claimed by the French Crown created a general uneasiness throughout New France in 1751-2. The policy adopted by these aggressive neighbours, of encouraging a strong anti-French feeling among the Indians everywhere, was very troublesome. In a despatch already quoted, dated in 1752, we learn that the inmates of the weak and solitary trading post at Toronto were kept in a state of much anxiety from this cause. M. de Longueuil, Governor-General, informs the Minister at Versailles that the storekeeper at Toronto had been assured by some trustworthy Indians, that the Salteaux, *i. e.*, Otchipways of the Sault, the same in fact as the Mississagas, had dispersed themselves round the head of Lake Ontario; and seeing himself surrounded by them, he doubts not but they have some evil design on his fort. "There is no doubt," M. de Longueuil then observes, "but it is the English who are inducing the Indians to destroy the French, and that they would give a good deal to get the savages to destroy Fort Toronto, on account of the essential injury it does their trade at Choueguen." And again in October of the same year de Longueuil writes of various outrages that had been committed on Frenchmen by Indians in the south-west, on the Wabash and the Illinois rivers. "Every letter," he says, "brings news of murder; we are menaced with a general outbreak, and even Toronto is in danger. Before long the English on the Miami will gain over all the surrounding tribes, get possession of Fort Chartres, and cut our communications with Louisiana." Such a condition of things could not continue long. In 1756 open hostilities commenced between



England and France on the question of boundaries on this continent: and the conflict, afterwards known as the Seven Years' War, began, which ended in the cession of almost all the French domain in America to England. In 1757 the fort at Toronto was the scene of a plot which Capt. Poucho, the commandant at Niagara, was the means of frustrating. It appears from Pouchot's narrative (I. 82) that a contingent of Mississaga Indians to the number of ninety, proceeding to Montreal to assist the French in the defence of that place, conceived, as it seemed to them, the happy thought of pillaging Fort Toronto as they passed, notwithstanding that it belonged to their friends. The supply of brandy, supposed to be stowed away somewhere therein, was the temptation. The only persons within the fort at the time were M. Varren, the storekeeper, and ten men under M. de Noyelle. The latter had been secretly apprised of the plot by a French domestic. A canoe with two men was instantly despatched, unobserved by the conspirators, to Fort Niagara across the lake. Capt. Pouchot, in command there, on hearing the story, lost no time in despatching two officers, Capt. de la Ferte and M. de Pinsun, with sixty-one men, in two bateaux, each armed with a swivel gun at the bow. They reached Toronto at four o'clock in the afternoon of the next day. They found the Mississagas still encamped near the fort; and passing in front of them the boats saluted their wigwams with "artillery and musket balls," directed, however, into the air, as Capt. Pouchot had given orders. The Indians were immediately summoned to attend a council. They were greatly astonished at the adventure. Capt. Pouchot tells us, and confessed everything: they had false news delivered to them, they said, to the effect that the English had beaten the French. But the true reason of their action, Pouchot adds, was that they felt themselves in force, and could get plenty of brandy for nothing.

#### THE OLD FRENCH FORT DESTROYED.

The moves on the world's chess board followed one another in rather quick succession in the remote portion of it occupied by New France. In 1756 de la Jonquiere's suggestion, of which we have already heard, that the French should become masters of Choueguen, was carried into effect by no less a personage than Montcalm himself, who afterwards fell at Quebec. This blow to English interests was, however, returned three years later by Col. Bradstreet's capture of Fort Frontenac, and the destruction thereof of nine armed French sloops. At the same period, Choueguen was recovered by

Col. Haldimand for its former possessors. Fort Niagara was now the only remaining strong point on Lake Ontario not in English hands. In 1758, after the capture of Fort Frontenac, M. de Vaudreuil, Governor-General, the second of that name, wrote to the Minister de Messiac: "If the English should make their appearance at Toronto, I have given orders to burn it at once, and to fall back on Niagara." Then in the following year we have him informing the same Minister that he had ordered down what reinforcements he could from the Illinois and Detroit, for the protection of Fort Niagara. "These forces," he says, "would proceed to the relief of Niagara should the enemy wish to besiege it; and I have in like manner," he adds, "sent orders to Toronto to collect the Mississagas and other nations and forward them to Niagara." About this time watchers on the ramparts of Fort Niagara would see ascending from a point on the far horizon to the north-west, across the lake, a dark column of smoke—sure indication of the fact that the orders of de Vaudreuil were being executed, and that in a few hours all that the English or any one else, on approaching Toronto, would discover of the once flourishing trading post there would be five heaps of charred timber and planks, with a low chimney stack of coarse brick and a shattered flooring at its foot, made of flag-stones, from the adjoining beach, the whole surrounded on the inland side by three lines of cedar pickets more or less broken down and scathed by fire.

On the 25th of June (1759), after a siege of about three weeks, first by Gen. Prideaux, who was accidentally killed in the trenches, and then by Sir William Johnson, who succeeded to the command, the fortress of Niagara fell, with the loss on the part of the besiegers of 63 killed and 185 wound.

The fort or trading-post above the Falls, known as Little Niagara and Fort Schlosser, where stands now the village of La Salle, had been also, like Fort Toronto, previously committed to the flames, after removing its contents and little detachment of guards to the principal fort, at the mouth of the Niagara river.

#### NOTICES OF THE REMAINS OF THE OLD FRENCH FORT: SIR WILLIAM JOHNSON'S.

To make assurance doubly sure, Sir William Johnson, after getting possession of Fort Niagara, lost little time in sending over to Toronto to give, should it be found necessary to do so, the *coup-de-grace* to the fort there. On the 28th of July (1759), he writes in his Journal: "The evening of the



27th I sent three whale-boats with a party of above thirty men to reconnoitre Fort Toronto, and on their return propose to send to destroy it." Then on the 30th he writes: "At night Lieutenant Francis returned from Toronto and reported that the enemy had burned and abandoned that post, and destroyed many things which they could not take along, viz, working utensils, arms, etc. A Chippeway chief came to me with Mr. Francis, in order to speak with me."

The subsequent interview with the chief, who represented the tribes along the north shore of the lake, was an incident of considerable importance. On the 2nd of August Sir William gave formal audience to this chief, whose name was written down as Tequakareigh. The scene is described in the Journal at some length. Sir William writes:—"With a string and two belts of wampum I bid him welcome, and shook him by the hand. By the second, which was a black belt, I took the hatchet out of the hands of his and all the surrounding nations: recommended hunting and trade to them, which would be more to their interest than quarrelling with the English, who have ever been their friends, and supplied them at the cheapest rates with the necessaries of life, and would do it again, both here (Niagara) and at Oswego, provided they quitted the French interest. This I desired he would acquaint all the surrounding nations with. A black belt, the third and last, was to invite his, and all other navions living near them, to repair early next spring to this place and Oswego, where there should be a large assortment of all kinds of goods fit for their use; also recommended it to them to send some of their young men here to hunt and fish for the garrison, for which they would be paid and kindly treated. Told them at the same time that I would send some of my interpreters, etc., with him on the lake to the next town of the Mississagas, with whom I desired he would use his best endeavours to convince them that it would be to their interest to live in friendship with the English, and that we had no ill intentions against them, if they did not oblige us to it. To which he (Tequakareigh) answered, and said it gave him great pleasure to hear so good words, and was certain it would be extremely agreeable to all the nations with whom he was acquainted, who, with his, were wheedled and led on to strike the English, which he now confessed he was sorry for, and assured me they never would again; and that should the French, according to custom, ask them to do so any more, they would turn them out of the country. He at the same time begged earnestly

that a plenty of goods might be brought here and to Oswego; and there they, as well as all the other nations around, would come and trade; and their young men should hunt for their brothers, whom they now took fast hold of by the hand, and called upon the Six Nations, who were present, to bear witness to what he had promised. He also desired I would send some person to the Mississaga town, near where Toronto stood, to hear what he should say to their nation, and to see that he would deliver my belts and message honestly. I clothed him very well," Sir William adds, "and gave him a handsome present to carry home; then took from about his neck a large French medal, and gave him an English one, and a gorget of silver, desiring, whenever he looked at them, he would remember the engagement he now made."

#### NOTICES OF THE REMAINS OF THE OLD FRENCH FORT: MAJOR ROGERS'.

In 1760 the site of Fort Toronto was visited and reported on by Major Robert Rogers, an officer distinguished in the late French war, the hero of "Rogers' Slide," still pointed out on Lake George, opposite "Antony's Nose." Although he does not happen to have made a note of the remains of the fort, but only speaks in general terms of "the place where formerly the French had a fort," he gives the interesting information that the woods had been cleared away over an area of about three hundred acres immediately around it, partly, doubtless, for fuel during the ten years of the fort's occupancy, but partly also at the outset for pickets and supports of buildings and other purposes about the establishment, and for security against sudden surprise. Major Rogers was on his way to take formal possession of the forts in the west just vacated by the French. He has left an account of his movements when on this mission. On the 13th of September he started for Montreal with two hundred Rangers in fifteen whale-boats. After describing the several stages of his journey up to about what is now Port Hope, his approach to Toronto is thus narrated:—"The wind being fair, the 30th of September (1760) we embarked at the first dawn of day, and with the assistance of sails and oars, made great way on a south-west course, and in the evening reached the River Toronto (*i.e.* the Humber), having run seventy miles. . . . There was a tract of about three hundred acres of cleared ground round the place where formerly the French had a fort, called Fort Toronto. The soil here, he observes, is principally clay. The deer are extremely plenty in this country. Some Indians were hunting at the mouth of the

river, who ran into the woods at our approach, very much frightened. They came in, however, in the morning, and testified their joy at the news of our success against the French. They told us we could easily accomplish our journey from thence to Detroit in eight days; that when the French traded at that place the Indians used to come with their peltry from Michilimackinac down the River Ontario; that the portage was but twenty miles from that to a river falling into Lake Huron (Holland River, Lake Simcoe and the Severn, considered as one stream). I think Toronto," the Major adds, "a most convenient place for a factory (i. e. a trading post); and that from thence we may easily settle the north side of Lake Erie. We left Toronto the 1st of October, steering south right across the west end of Lake Ontario. At dark we arrived at the south shore, five miles west of Fort Niagara, some of our boats having now become exceedingly leaky and dangerous."

#### NOTICES OF THE REMAINS OF THE OLD FRENCH

##### FORT : CAPTAIN GOTHER MANN'S.

In 1788, Capt. Gother Mann, an eminent officer of the Royal Engineers, acting under orders, examined Toronto harbour and peninsula; took soundings, delineated roughly the course of the then unnamed Don where it enters the bay, and the great inlet into the marsh in the direction of Ashbridge's Bay: he noted likewise, with a double row of dotted lines on the western portion of his map, "Part of the road towards Lake La Clie," i. e. Lake Simcoe, which comes down with a bold zig-zag towards the mouth of the Humber. But what is more to the present purpose, Gother Mann gives a miniature ground-plan of the old French fort, shewing by dotted lines the place of the pickets which formed the stockade on the three inland sides, with five small oblong parallelograms enclosed, denoting doubtless the principal storehouse (a little in advance of the rest), and quarters for the keeper, soldiers, and other men usually in charge of the place. The whole group occupies of course the exact area which used to be known to all early inhabitants as "the old French fort," and is labelled by Capt. Mann, at the top, "Ruins of a Trading Fort," and underneath, in continuation, "Toronto." In 1788, wind and weather, and camp-fires from time to time in the neighbourhood, had not yet brought about the changes afterwards so effectually wrought; and the "ruins" could be delineated with ease. The whole locality was examined by Capt. Mann in anticipation of a future town, township and settlement to be established hereabout by the Government in due time. The title of the map is as follows: "Plan of the pro-

posed Toronto Harbour, with the proposed Town and Port by the Settlement;" and he had been directed to give an opinion as to the best position for a military work calculated to protect the new establishment whenever it should be called into existence. Accordingly, on his Plan he marks with the letter A. a little to the east of the site of the old Trading Post, the spot which he thought to be the fittest for the purpose indicated—the spot in fact occupied at the present day by the "Stone Barracks" at Toronto; and to show the character of the channel, he gives, from this point slantingly across the entrance into the harbour, to the point of the peninsula on the opposite side, the soundings in fathoms: 2, 2½, 3, 4, 4, 3½, 1½, 1. To show that a military work at the spot marked A would be calculated to give protection to a settlement along the northern shore of the bay, he draws on his map a fancy town-plot exactly four-square, consisting of eleven equal-sized blocks, each way, with a broad belt of "Ground reserved" in front, and a large patch of "Common" in the rear. Moreover, the surrounding country from the line of the Humber to somewhat east of the Don, he cuts up into concessions and farm-lots and roads after the usual fashion, with the utmost regularity, quite irrespective of hill and dale, river, ravine or morass.

[It should be added that Capt. Mann, through some caprice, elected in his Plan to spell "Toronto" with an *e* in the second syllable; carried away, probably, like Capt. Bonnycastle at a later date, by a notion that there was something Italian in the name, and being quite unacquainted with its real origin and meaning. In his Report to Lord Dorchester, accompanying the Plan, Capt. Mann, it is to be observed, adopts the ordinary and proper form of the word.]

#### AUGUSTUS JONES AT THE SITE OF THE OLD FRENCH FORT IN 1793.

The pioneer land surveyor, Augustus Jones, largely employed by Governor Simcoe in laying out for the first time several portions of Upper Canada, set off and partially described, in 1793, a series of lots forming a broken front concession on the edge of Lake Ontario, stretching westward from the boundary between the townships of York and Scarborough. The interval between this line and a line running north from the mouth of "St. John's River," i. e. the Humber, measured along a base line now represented by Queen Street, was divided into thirty-nine lots, each twenty chains in width, with a public roadway of one chain in width after every fifth lot. (A roadway of the same width was also left between York and Scarborough). At the western



limit of each lot he passed down southward, at right angles to the base line, to the water's edge, where he planted a post. As he chains out this western limit of each lot, he makes notes of the timber, soil and character of surface. Although his descriptions have, all of them, more or less interest for the present occupants of this region, we are not particularly concerned with them just now, until we come to the western limit of lot number 29. In running this line he comes out upon the clearing in the woods which Major Rogers spoke of as having been made round the old French fort Toronto. On the 10th of July, 1793, he makes this entry in his Field Book : " Lot 29. A Post on the bank a little below the old Fort" [i. e. he chains down from his baseline (Queen Street) to the water's edge, and plants a post there, a little to the east of the site of the old French fort]. His description of the surface, etc., then follows : " At 2.50 (two chains, fifty links from the base line) a wet hole ; at 6.50 a small creek running to the left (i. e. eastward : some little affluent of the garrison creek) ; at 8.70 a wet hole ; at 14 chains a wet hole ; at 19 chains wet one chain across ; at 20.50 a wet hole 75 links across ; at 35 chains a swamp ; at 48 chains a small creek running to the left ; at 57.50 a wet hole ; at 60.50 wet two chains across ; at 63 chains to low wet ground, which continues to near the Lake, 8 chains. At 52 chains to where the Trees have formerly been cut down, now grown up with small saplings. Timber : tall birch, maple, black oak, hickory ; a few hemlocks. The soil on the top appears black and loose ; underneath a hard clay." He now returns to his base line and chains down, as before, the western boundary of the next lot. His entry is : " Tuesday, 16th [July, 1793], Lot 30. To a Post on the bank of the Lake. At 2.50 a low wet hole ; at 13.40 a swamp two chains across ; at 23.70 a swamp three chains across ; at 41 chains, where the timber had been cut down at the time the French built the fort (i. e. he comes out again on the three-hundred-acre clearing mentioned by Major Rogers) ; at 54 chains on a ridge descending to 56 chains ; at 61 chains to clear ground ; at 66.40 on the bank of the Lake about two chains ; (i. e. 132 feet or 44 yards) above the old Fort (i. e. to the west of the site of the old Fort). Timber : beech, maple, hemlock, and oak : clay soil." The western boundary of Lot No. 31 is next run. Starting again from the base, it terminates, after 57 chains have been measured, at a point where a post was planted " about two chains above the Blacksmith's old house" (the remains probably of a forge for the benefit of Indians

and others requiring repairs for implements, guns, etc., and placed at that distance for safety's sake). After Lot 30, as after every other fifth lot of the Broken Front range, an allowance for road (one chain) was left. This allowance for road is now Dufferin Street, at the western limit of the Exhibition Park ; and is still to-day the dividing line between Lot 30 (included in the Park) and Lot 31 (commonly known, until recent sub-division into building lots, etc., as Dr. Gwynne's property).

We thus have it conclusively demonstrated from the Field Book of the original surveyor of the " Broken Front" concession of York, that the old French Fort of Toronto was situated near the edge of the lake, between the east and west boundaries of Lot No. 30, and about two chains from said western boundary. That is, it was situated in the angle formed by the lake-shore and the said western boundary, two chains east of that boundary ; and any one who may take the trouble to make the experiment by actual admeasurement, will find that two chains (132 feet or 44 yards) from Dufferin Street, i. e. the boundary between lots 30 and 31, will conduct him to the spot where the monument commemorative of the old French Fort Toronto has been built.

#### SOME LATER NOTICES OF THE SITE OF THE OLD FRENCH FORT.

The remains of the old French fort, slight as they were, constituted, in the absence of grander " ruins," one of the " sights" in the vicinity of the infant capital of Upper Canada, and as such they were usually mentioned in the early printed accounts of the place. In 1799 appeared David William Smyth's Topographical Description and Provincial Gazetteer of Upper Canada. Its full title reads as follows : " A Short Topographical Description of His Majesty's Province of Upper Canada, in North America, to which is annexed a Provincial Gazetteer. London : published by W. Faden, Geographer to His Majesty and to His Royal Highness the Prince of Wales, Charing Cross, 1799. Printed by W. Bulmer and Co., Russell Court, Cleveland Row, St. James." It is said in the preface to have been drawn up by " David William Smyth, Esq., the very able Surveyor-General of Upper Canada, on the plan of the late Captain Hutchins, for the River Ohio, and the countries adjacent." Speaking of York, in the Topographical Description, the compiler of this work says : " In passing out of the harbour of York, to the westward, you see the garrison on the mainland at the entrance of the harbour, which, and the block-houses on Gibraltar Point, are its security ; and a



little to the westward of the garrison are the remains of the old French Fort Toronto; adjoining to which is a deep bay that receives the River Humber, on which are saw-mills belonging to Government; a little way up the river the Government yacht is building." Then again under York, in the Gaze teer part: "The remains of the old French Fort Toronto stand a little to the westward of the present garrison, and the River Humber discharges itself into Lake Ontario, about two miles and half west of that; on this river and the Don are excellent mills, and all the waters abound in fish." In 1813 appeared a second edition of D. W. Smyth's work, published under the immediate inspection of Governor Gore, who was resident at the time in London. In this re-issue these allusions to the remains of the old French Fort Toronto are unchanged.

In 1805 was published in London a "Sketch of His Majesty's Province of Upper Canada, by D'Arcy Boulton, Barrister-at-Law," a thin quarto volume of ninety-nine pages, very handsomely printed. At the end are seven pages of "Subscribers' Names." It has an excellent map, and is dedicated "To the King." The author of this work was afterwards better known in Upper Canada as Mr. Justice Boulton. In this Sketch the remains of the old French Fort Toronto are not overlooked. In connection with York they are spoken of in terms almost identical with those employed by Surveyor-General Smyth.

#### THE SITE OF THE OLD FRENCH FORT WELL KNOWN TO THE INVADERS IN 1813.

In 1813 York was captured by a United States force. In the accounts of that incident the remains of the old French Fort Toronto again curiously come into view. Their site, it appears, was well known to the American authorities, and in the original plan of operations against York, the spot selected for the debarkation of the troops was there, although the landing actually took place some distance to the west of that point.

Mr. John Lewis Thomson, in "Historical Sketches of the Late War," writes thus (p. 120):—"Agreeably to a previous arrangement with the Commodore, General Dearborn and his suite, with a force of 1,700 men, embarked [at Sackett's Harbour] on the 22nd and 23rd of April [1813], but the prevalence of a violent storm prevented the sailing until the 25th. On that day it moved into Lake Ontario, and, having a favourable wind, arrived safely [before York] at seven o'clock on the morning of the 27th, about one mile to the westward of the ruins of Fort Toronto, and two and a half

from the town of York. The execution of that part of the plan which applied immediately to the attack upon York was confided to Col. Pike of the 15th Regiment, who had been promoted to the rank of Brigadier-General, and the position which had been fixed upon for landing the troops was the site of the old Fort. The approach of the fleet being discovered from the enemy's garrison, General Sheaffe, the British Commandant, hastily collected his whole force, consisting of 750 regulars and militia and 100 Indians, and disposed them in the best manner to resist the landing of the American force. . . . Bodies of Indians were observed in groups in different directions in and about the woods below the site of the Fort, and numbers of horsemen stationed in the clear ground surrounding it. . . . At eight o'clock the debarkation commenced; at ten it was completed. Major Forsyth and his riflemen, in several large bateaux, were in the advance. They pulled vigorously for the designated ground at the site, but were forced by a strong wind a considerable distance above," etc.

In Auchinleck's "History of the War of 1812-'13-'14," published at Toronto in 1855, a full-page plate is given (p. 186) illustrative of the capture of York. Letters identify the points of interest with great precision, as follows: A. The Humber; B. Place where Americans landed; C. Old French Fort; D. Western Battery; E. Half-moon Battery; F. F. Garrison Garden; G. G. Government House, Garrison and Magazine; H. H. Ships and Stores burned by British. The Lake road, Garrison road, and business part of York in 1812, are also given, and the note is appended: "The plate represents in addition, the city of Toronto as it now is. [The present streets and wards are indicated] The woods, however, have been left as they were [i. e. in 1812], to mark the difficulty which attended military movements generally." In the plate the letter C. is placed with great accuracy in the angle between the line of the shore and the road now known as Dufferin Street, on the east side of the road, and B, the spot where the Americans landed, is seen very near where Queen Street, if produced in a right line, would strike the water, which also indicates what was the generally known fact. It is understood that Mr. Auchinleck, while writing his work on the war, which appeared originally in successive numbers of Mr. Maclear's Anglo-American Magazine in 1853, *et seq.*, had the advantage of the best information, derived from such sources as Chief Justice Robinson, Mr. Chewett, and many other gentlemen, late survivors of the critical period, who, from per-

sonal experience, were well acquainted with all particulars connected with the war. This renders the carefully prepared plate in Mr. Auchinleck's *History* of great value, as fixing with certainty, for future students, the exact situation of a number of localities possessing great interest, especially for the inhabitants of Toronto.

## NOTE.

Lossing's Pictorial Field Book of the War of 1812, published by the Harpers in New York in 1869, is a very valuable and most interesting work, which will long be a popular book of reference. It is important, therefore, and will be in place here, to point out and to correct several of its inaccuracies in regard to the old French Fort at Toronto. When Mr. Lossing visited Toronto in 1860, for the purpose of personally examining the scene of action, where the capture of York was effected in 1813, by an American armed force, and making sketches for the forthcoming publication, he sought out and obtained an interview with Mr. John Ross, a surviving veteran of 1812, and at the time the leading local undertaker of Toronto. Mr. Lossing obtained from Mr. Ross accurate information as to the situation of the old French Fort, but unfortunately, being up in years and an invalid, Mr. Ross did not accompany Mr. Lossing to the spot. "Mr. Ross gave me such minute and clear directions concerning the interesting places in and around Toronto, that I experienced no difficulty in finding them," Mr. Lossing writes p. 592. "I hired a horse and light waggon, and a young man for driver, and I spent a great portion of the day in the hot sun." Unluckily this young man had not the familiar knowledge of the different localities that Mr. Ross had; and the consequence was that Mr. Lossing mistook the "Butts," set up in quite modern times, for rifle practice, "about 60 rods west of the New Barracks," considerably east of the real site, for remains of the old French Fort. This is evident from the sketch which he gives, and his explanatory remarks thereon. Mr. Lossing writes: "The principal remains of the Fort, in which may be seen some timber-work placed there when the fort was partially repaired in the winter of 1812-13 [so he fancied], are seen in the foreground. They presented abrupt heaps covered with sod. On the right, in the distance is seen Gibraltar Point, with the trees springing from the low sandy surface. On the left are the New Barracks." The supposition that the old French Fort was repaired with a view to defence in 1812-13, was purely imaginary. The timber work

spoken of, and conspicuously shown in the sketch, was part of the construction of the "Butts." There never were any remains of the old French Fort of this conspicuous sort. The establishment here was, as I have again and again had occasion to set forth, simply an Indian trading post during the whole period of its existence, and not a military work. Curiously enough, the rough, irregular protuberances in the soil, on one of which, in the immediate foreground, the artist represents himself as sitting while sketching the view before him, with the young driver standing by him, really were the genuine remains which he was in search of. Exactly where he was sitting were scattered about plentiful vestiges of the vanished buildings of the old French Fort, shallow pits where the supports of the houses had been, and where the chimney stack had stood, and the shallow trenches or furrows formed by the earth slightly raised on each side, along where the palisades had formerly been planted in the ground.

The impression in the mind of the writer that the old Fort Toronto had been a military work is also seen in the wood-cut map (p. 590) where the shape of "Fort Toronto" is made to be, on the smallest scale of course, but very distinctly, a fortress in the Vauban style, with the regulation angles, bastions, etc. (In S. G. Goodrich's Pictorial History of America, another popular work published in New York in 1854, there is to be seen a cut entitled "the death of Pike," given in connection with the capture of York in 1813. In it York figures in the distance as quite an important city, with several towers, spires, etc.) While correcting Lossing, it will be as well to point out some further errors at p. 587 in the text and appended note. The Blockhouse spoken of in line 12 from top, was situated on the bank of the artificial channel known as the "Little Don," not far from the first Parliament Buildings. It commanded the road which led from the "Carrying Places" or narrow part of the Island. This is quite a different position from "the high east bank of the Don, just beyond the present bridge at the eastern termination of King and Queen Streets." The portion of the note below that requires correction is the following: "It (the island) is low and sandy—so low that from the moderate elevation of the town (fifteen or twenty feet above the water) the dark line of the lake may be seen over it. Upon it were, and still are, some trees which, at first glance, seem to be standing on the water. This gave the name of Tarontah, an Indian word signifying "trees on the water," to the



place. When the French built a fort there, westward of the extreme western end of the peninsula (which was called Gibraltar Point), they named it Fort Tarontah or Toronto." In this passage, etymology, orthography and history are all at fault. The name given to the fort built here by the French was Fort Rouille. The word Toronto did not originate here: it had nothing to do with the trees on the peninsula here: it travelled down hither from Lake Simcoe in the north, which, at least one hundred years before the French built the fort, was well known as Lake Toronto (spelt exactly so on early maps). The predominant traditional interpretation of the word used to be "Place of Meeting," the allusion being to the populous region between Lake Toronto and Lake Huron, the grand rendezvous of the Huron or Wyandot tribes, down to the year 1649. The "trees on the water" theory of interpretation was a late afterthought, an ingenious guess on the part of some one who had heard of an Iroquois word with some such meaning, obscurely resembling Toronto in sound. Lewis H. Morgan, in his "League of the Iroquois," wrote down the fancied term as "Deonda"; so his ear had caught it. Not only, as has once before been stated, was Lake Simcoe Lake Toronto, but Matchedash and Gloucester Bay was Bay of Toronto, the back lakes connecting with the Trent were the Toronto Lakes and Humber was the Toronto River: indicating that they were, all of them, water highways to the great interior central rendezvous or "Place of Meeting" of the Huron tribes. After vanishing from the map in the north, it obtained by a happy accident a permanent lodgment at the spot where it now rests. Good linguistic reasons could be given for the now generally received interpretation of "Toronto," but the details would occupy too much space. There was evidently a desire on the part of the Surveyor-General's department, at the beginning of Sir Peregrine Maitland's regime, to perpetuate on the map of Upper Canada the beautiful name which had been strangely discarded for York in 1793-4. When the "Mississauga Tract" was secured and laid out one of the new townships was named Toronto, and a narrow triangular piece of territory belonging to it was called the "Gore of Toronto." When the village in the township of Hope, afterwards known as Port Hope, was first projected, Mr. Chas. Fothergill gave it the name of Toronto; and Robert Gourlay, in the curious map prepared for the first volume of his Statistical Account of Upper Canada, gave the name of Toronto to what was to be the principal city of the province, according to

a new but very fanciful method suggested by him for laying out townships and roads, and figured on his map.

REMAINS OF THE OLD FRENCH FORT EFFACED,  
BUT SITE MARKED BY A CAIRN.

It thus appears that the site of the old French Fort Toronto was a matter of common notoriety at York from the outset of that place. And so it continued to be after York had merged into Toronto. Most of the inhabitants of the town and its vicinity were familiar with the spot. Sportsmen in the habit of looking after water-fowl of various kinds along the beach westward from the garrison were specially cognizant of it. Young lads at school were fond of firing on "the old French Fort," as the terminus of a half-holiday's stroll towards Humber Bay along the well-beaten path on the edge of the cliff. It was in this latter way the present writer first formed his acquaintance with the spot, his perfect familiarity with which was kept up by a visit every now and then during many subsequent years.

In 1878, a large portion of the so-called Garrison Common was secured from the Government, and set apart as a park for Industrial Exhibition purposes. A survey of the ground was made, walks and drives were laid out in it, and many buildings required for carrying out the objects of the park were erected. By a happy accident the site of the old French Fort Toronto was included within the limits of the park. Up to 1878 a space round about the particular spot where the remains were, had been enclosed by a poorly kept wooden fence, through which foot passengers, desirous of crossing the Common, could easily make their way. The lines of this fence failed to form a correct square. One of its angles was unaccountably obtuse, as may be seen in Sandford Fleming's plan of Toronto, which shows the enclosure in question without any mention, however, of the cause of its existence. The irregularity in shape referred to had probably some relation to the former palisades, the lines of which did not run exactly at right angles either to the line of the present Dufferin street, or the present line of the shore, as shown by the delineations in Auchinleck's plan, and also by the map given by Lossing.

The fence spoken of was, of course, taken down when the park was prepared for exhibition purposes; but more than that; it became necessary to level and sod the enclosed area; to grade it, in fact, somewhat towards the south, and to straighten the line of the cliff on that side, which had become very irregular from the destructive action of the waves below. These necessary



improvements involved the obliteration of the vestiges of the old French Fort, which for so long a time had imparted a charm to the ground hereabout, and the great probability of the site becoming obscure in the future and possibly at length being clean forgotten, obviously presented itself. The risk was manifest of the inhabitants of Toronto losing a valuable property, so to speak, viz., the knowledge of a spot situated in their midst, possessed of very great historical interest; of more historical interest, in point of fact, than any other spot within the limits of their city, or anywhere in its neighbourhood, being chronologically connected with the old French and Indian eras in the annals of Western Canada. A determination to mark the memorable site by some suitable structure was immediately come to on the part of the President of the Industrial Exhibition Association, Mr. J. J. Withrow, who had been chiefly instrumental in securing for Toronto its Exhibition Park, and was now actively engaged in making it ready for exhibition purposes on a very comprehensive scale. A cairn of unhewn stone was accordingly built through his influence with the city authorities, and a fine massive granite boulder, recently brought up by the dredging machine out of the adjoining ship-channel of the entrance into Toronto Bay, mounted upon it, bearing the following inscription:—

THIS CAIRN MARKS THE EXACT SITE OF FORT ROUILLE, COMMONLY KNOWN AS FORT TORONTO, AN INDIAN TRADING POST AND STOCKADE, ESTABLISHED A. D. 1749, BY ORDER OF THE GOVERNMENT OF LOUIS XV. IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE COMTE DE LA GALISSONNIERE, ADMINISTRATOR OF NEW FRANCE, 1717-1749. ERECTED BY THE CORPORATION OF THE CITY OF TORONTO, A. D. 1878.

This memorial object was visited and at tentively inspected by His Excellency Lord Dufferin, Governor-General of Canada, on the occasion of his inaugurating the great Industrial Exhibition, held for the first time in the new grounds.

The cairn now erected answered an excellent purpose for about the space of six years, when from partial settlement and other causes it became somewhat deteriorated in its appearance, and it was generally felt that something more worthy of the City of Toronto, and of the important site commemorated ought to take its place.

CAIRN REPLACED BY A MEMORIAL COLUMN,  
WHICH IS FINALLY MADE A MEMENTO OF  
THE QUEEN'S JUBILEE IN THE  
YEAR 1887.

The year 1884 was the never-to-be-forgotten Semi-Centennial of the Incorporation of

Toronto as a City and the restoration of that beautiful and appropriate name, which for fifty years had been supplanted by that of "York." It was thought appropriate that one of the means of signaling the occasion would be the commencement, at all events, if not the completion, of a memorial object on the site of the old French Fort Toronto, to take the place of the confessedly temporary and now dilapidated cairn. Mr. W. Barclay McMurrich, Chairman of the Semi-Centennial Committee, appointed by the Corporation, and recently Mayor of the City, interested himself in the matter, and on the last day of the Semi-Centennial celebration, the foundation of a monumental pillar after a design by the Messrs. Langley and Burke, architects, of Toronto, was laid by the then Lieutenant-Governor of Ontario, the Honourable John Beverley Robinson, in the presence of the Mayor of the City, Mr. A. R. Boswell, and a large concourse of citizens and visitors from the United States.

During the progress of the two following years two of the lower courses of the pedestal were built with funds contributed by the Corporation and the Industrial Exhibition Association. The process of erection seemed likely to be an affair of several years' duration, when happily the fiftieth anniversary of the reign of Her Majesty Queen Victoria occurred in 1887, and it was determined to make the completion of the memorial on the site of the old French Fort Toronto, an incident in the City's commemoration of that event. Great good-will was very generally shown to this project. On various grounds several public bodies united in promoting the scheme. The Corporation of the City encouraged the undertaking from the outset by repeated subsidies, in order that the starting point of trade and commerce in this region might be identified with precision in all future time. The Industrial Exhibition Association of the City again and again liberally aided the scheme, deeming it most proper that a site of so much general interest happily included within the limits of the Exhibition Park, should be boldly and lastingly distinguished. The Associated Pioneers of the City of Toronto and ancient County of York, with the help of many friends in sympathy with their Society and its aims, made large contributions towards the cost of the work, being desirous that the scene of the first dawn of civilized life on the shores of Toronto Bay, in the little company of Europeans domiciled in the fort, and the rough clearance in the primitive forest of an area of about three hundred acres immediately around its palisades (as reported by Major

Rogers) should be surely known to coming generations. And the Government of the Province of Ontario granted prompt and generous assistance to secure the completion of the monument in the year named, so that, besides being a due memorial of one of the most notable historical sites in the Province, it might also form one of the abiding mementoes in Canada of the Jubilee of Her Majesty the Queen.

By encouragement and funds thus supplied, the erection of the monument was completed, and the ceremony of its unveiling by His Excellency the Marquis of Lansdowne, Governor-General of Canada, took place among the proceedings of the opening day of the combined Dominion and Local Industrial Exhibition at Toronto, the 6th of September, 1887.

The remarks of His Excellency on the occasion were as follows:—(It will be observed that the inauguration of the General Exhibition had just occurred in another part of the park).

“The ceremony which has recently been concluded in another part of the ground was one which had reference to the affairs of to-day, and to the material interests, present and future, of this city and its neighbourhood. I am glad that you have asked me to take a part in another ceremony, which will for a moment carry our minds back from the present to the past. We are met this afternoon in order to preserve those obliteration the traces of the first beginnings of the city of which you are so justly proud to-day. In doing this you are, I think, showing a very proper and laudable feeling. A community is wanting in self-respect, which does not take an interest in its own history, and seek to preserve those records by which that history can be traced and authenticated. I have frequently noticed with pleasure that the people of Toronto are fond of dwelling upon the memories which live around the city, and this portion of the Province of which it is the capital; and there is certainly no part of Canada in which men of the present day have a better right to refer with pride to the achievements of their forefathers, or to the courage with which the earliest settlers in the land, when they were as yet a mere handful of men, held their own in the face of desperate odds, fighting for the country of their adoption, and preserving to the British Empire one of its noblest bulwarks. The monument which you have asked me to unveil, carries us back, however, to a past even more remote than that upon which you are fondest of dwelling; it takes us back to a period earlier than that of the United Empire Loyalists—

earlier than the age of Simcoe and of Brock. It is erected on the site of the old French Trading Post, built here nearly a century and a half ago, by the French Government; a post which was, in fact, the earliest civilized settlement established in this neighbourhood; that settlement you have very appropriately described in your address as the germ of the Toronto with which we are now acquainted. I think the greatest credit is due to the public bodies, the Corporation, the Exhibition Association and the Provincial Government, as well as to the private friends and supporters of the project, who have combined for the purpose of securing the identification of so interesting a spot, and of commemorating it by the erection of a suitable monument. Standing as that monument does in the midst of these Exhibition Grounds, it will serve, I hope, year after year, to remind the thousands who frequent them of the achievements of those who have built up the fortunes of the City of Toronto upon a spot where comparatively a short time ago the rough trading post of a foreign country was the only sign of approaching civilization, and to whose efforts spread over successive generations, you owe it that the solitude, the desolation, the dangers, the rude existence of the first settlers at this spot, have been replaced by the teeming population, the plenty and prosperity which we see around us on every side to-day. I esteem myself fortunate in having been called upon to undertake this task, and I have now much pleasure in dedicating this monument to the public of the City and Province.”

To adopt the words of one of the many chroniclers of the day's proceedings,—His Excellency then “seized the lines and undid the veil, and in a moment the round shaft was exposed to the view of the spectators. The crowd greeted the disclosure with cheers, which were again and again heartily repeated.” The monument, it is then added, which is after a design by Messrs. Langley and Burke, architects, is a plain, rounded column or shaft, having somewhat the appearance of a lighthouse. Including the rough mason work, which forms the base, it reaches the height of thirty-two feet, and will be a conspicuous object of view from the bay. The stone is “Credit Valley Red,” supplied from the quarries of Mr. K. Chisholm, of Brampton. It was executed, it should be subjoined, at the works of Mr. Lionel Yorke, on the Esplanade, and a tribute is due to the great practical skill of Mr. Vick, superintendent of those works. The following inscription appears on the north side of the pedestal:—



FORT TORONTO,  
 AN INDIAN TRADING POST,  
 FOR SOME TIME KNOWN AS FORT ROUVILLE,  
 WAS ESTABLISHED HERE  
 A.D. MDCCXLIX.,  
 BY ORDER OF LOUIS XV.

Thus a work of no slight importance was brought to a close. A site of considerable historical significance was definitely fixed and durably marked for the gratification of local residents and the information of the Canadian public generally. And in doing this a notable addition was made to the attractions of the parks and drives of Toronto, a monumental object being set up by the wayside in one of them, calculated to stimulate a wholesome curiosity in the minds of all beholders, especially in the minds of the many intelligent persons, young and old, who are drawn to the Capital of the Province on particular occasions year after year; a monumental object, destined, when it shall itself have become a thing of antiquity—corroded, perhaps, by the tooth of time like one of the ancient round towers of Ireland—destined even then to be still named among the “sights” of Toronto, and characterized by its inhabitants as one of their most valued heirlooms.

#### DIMENSIONS, ETC., OF THE MONUMENT.

The monument consists, first, of a substruction of rough stone about five feet in depth and twelve and a half feet square at its lowest part, diminishing by steps to about twelve feet square at the surface. Then, for about four feet, follow in cut Credit Valley stone, three courses, to a block forming the main body of the pedestal, five feet square and five and a half feet in height. Over this is a course projecting eight inches; and then comes a block wrought to form a transition from the square to the round form, upon which rests the column proper; a shaft in eight divisions, slightly tapering from five feet at the base, to about two feet at the summit, which terminates in a conical apex. The whole height from the surface is a little over thirty feet. The estimated cost at the outset of the cut stone portion was about two thousand five hundred dollars. The grants and collections have somewhat exceeded this sum, and the slight surplus is to be expended by the Industrial Exhibition Association in rendering the surroundings of the monument complete. The excess over the quota guaranteed by the Pioneer As-

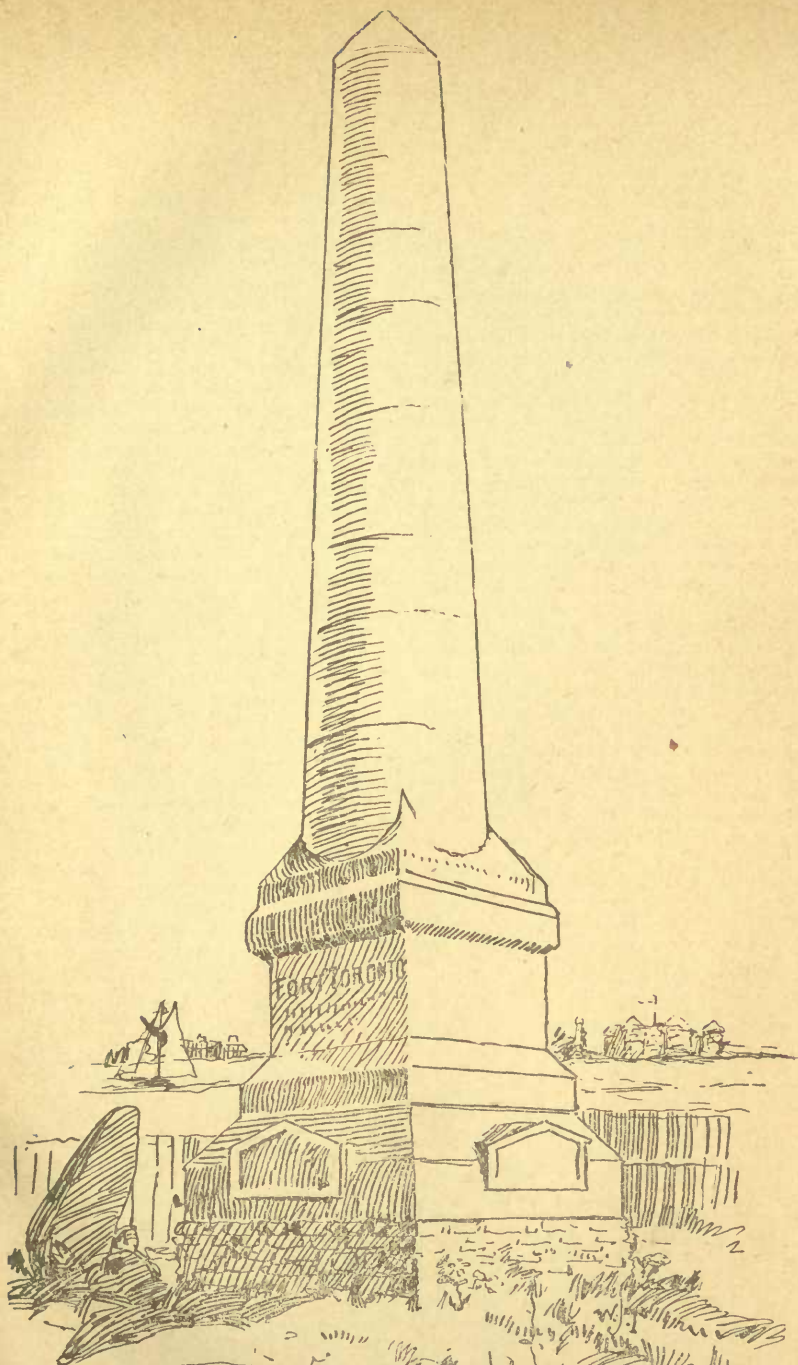
sociation to secure the completion of the monument in 1887 has been placed by the committee charged with the collection to the credit of the Pioneers' general fund, with the approbation of the principal subscribers.

#### THE IDENTITY OF THE SITE VERIFIED.

An account of the writer's intimate acquaintance with the site of the old French trading post known as Fort Toronto is given at large in the memoir. As to the perfect accuracy of that site, as marked by the obelisk which has been erected thereon, two particulars relating thereto should be mentioned for the more complete satisfaction of every visitor to this historical spot. It has been already noted in this memoir that the original provincial land surveyor, Augustus Jones, set it down in his field book now preserved in the Crown Lands' Department, Toronto, that he ran the division line between lots 30 and 31, “about two chains westward of the remains of the old French Fort,” which division line is now represented by the thoroughfare known as Dufferin avenue. Out of curiosity and just to test the primitive surveyor's remark, the writer a few years since, but subsequent to the erection of the obelisk, accompanied by a friend, took the trouble actually to measure with a regular surveyor's chain, the distance of two chains eastward from Dufferin ave. and this distance, he was pleased but not surprised to find, brought him and his friend precisely to the spot marked by the obelisk, thus showing how correct was the old surveyor's eye.

The second interesting particular is the following:—In the course of certain excavations in the Exhibition Park made in connection with the panoramic display in 1891, a discovery was made of what there can be little doubt was a burial plot appertaining to the old French Fort Toronto. A number of skeletons were found laid in the ground, for the most part with regularity, showing that they were deposited in a place set apart for sepulture, some of them encased in coffins, and some not. The situation of the burial plot is exactly north of the monument at a distance of about one hundred yards. Here were probably to be seen the remains of all those who had died at the old French Fort Toronto, during its brief existence from 1749 to 1759. The two particulars just narrated, amounting we may say to a positive demonstration, should be especially noted, inasmuch as the proprietors of the land immediately west of Dufferin street have endeavored to throw discredit on the site in the Exhibition Park marked by the obelisk, in consequence of the dis-





MONUMENT ON THE  
Site of the OLD FRENCH FORT  
AT TORONTO.



## CHAPTER CCXVI.

## TORONTO JUNCTION YEARS AGO.

**A Spot that Was Well Known Away Back in the Forties—The Western Suburb as it was and it is.**

Probably few towns in the Dominion present a greater contrast between what they are now and what they were forty years ago than does the subject of our sketch. Where electric cars now run with more or less regularity were to be found roads innocent of every attempt at paving, and remarkable only for their utter desolation in winter through snow drifts, their discomfort in spring owing to the quantities of mud with which they abounded and their all but impassability in summer from the clouds of dust always arising. The total number of inhabitants in the district now included in the municipality of Toronto Junction did not exceed two hundred and fifty souls, whereas to-day the population is variously estimated at from five to six thousand people. There was but one railway station, that on the Northern Railway, known as Davenport, and what a station it was! Simply a wooden shed, open, except at the roof, entirely to the weather, and at which stopped only two trains each way daily. It is needless to add that there were no seats provided for the waiting public—of whom, fortunately, there were very few, and if one were desirous of purchasing a ticket it would have been a hard matter to accomplish, as there were no officials of any sort or description within sight.

## LETTERS AND TELEGRAMS.

There was no postoffice nearer than Brockton on the one side, Weston on the other and at Yorkville and Lambton on the east and west respectively. Having a telegram delivered cost four times as much as the message itself and on the very rare occasions when such missives arrived for any of the residents, their recipients were regarded with feelings of admiration, if not of awe, in having such important business on hand as to necessitate a telegraphic message. At the period we are speaking of Mr. George Cooper was building, as a residence for himself, the large red brick house near Davenport station which is now occupied by Mr. A. Royce. On the north side of Davenport road, nearly opposite to the spot where now runs Church-hill avenue, were one or two paltry cottages, which have long since disappeared. On the south side of the road from the railway station, and for a long way both towards Dun-

covery on that land of a small disused well and cedar supports of a building close by, which has now disappeared, not far from the cliff or edge of the bank. These remains, it was hastily concluded, were some remnants of the old French fort, and a street laid out on the land has been accordingly named Fort Rouille street, but it happens that the origin of the well and building referred to is well known. They were the work in quite recent times of Mr. James Duffy, a still well-remembered master in Upper Canada College who once owned the spot. Mr. Duffy at a later period found it advisable to remove his house a short distance northward, in order to be in a more sheltered situation, further away from the water. The house was removed bodily, and was long a conspicuous object on the west side of Dufferin ave. The name Fort Rouille street just here, besides being confusing and misleading, is likely, if allowed to continue, to give permanence to a barbarism in the pronunciation of a French word, the popular organs of speech being quite unequal to the task of producing the French liquid double "l" and the accentuated "e." The result is that the educated ear is already often obliged to endure the transformation of Rouille into Rouill. It has been shown in the memoir how Antoine Louis Rouille, Count de Jouy, colonial minister for the time being at Paris, was complimented by having his name officially attached to the trading post here, but popular usage prevailed in applying to it the appellation of Toronto, that name being already familiar as a designation of the locality. As has often been shown, the Toronto Landing was so styled long before the trading post was established, "Toron o," having been derived not from anything connected with this locality, but from Lake Toronto, now Lake Simcoe, far to the north, the grand place of meeting of the Wyandot Indians, commonly spoken of as Hurons. It is to the dialect spoken by the Wyandots that the word Toronto belonged (consult Father Sagard's dictionary of the Huron language) and not to that of the Mohawks, whose home was not hereabouts, but far away to the south and east. Of course it is quite possible that in the Mohawk dialect a term may occur of a somewhat similar sound (as, for example, Deonda) and possessing a different meaning.

In the summer of 1892 the City Corporation surrounded the monument with massive posts and a metal bar. The general effect of the whole structure has thus been greatly improved.



das street and Weston road, this last then known as the Plank road, was dense bush land through which few people either cared or attempted to pass. Where Mr. Brimer now resides on Davenport road was a large rough-cast house, (since destroyed by fire) standing, as does the present one, in a spacious garden and occupied by Mr. Samuel Thompson, who was well known as a politician and writer of no mean literary ability. He died in Toronto in 1886, just after he had completed and published a delightful volume of reminiscences. About a quarter of a mile to the north-west of Mr. Thompson's residence, on the road leading to Weston, where it is intersected by what is now called St. Clair avenue, were four or five small houses,

boundary of the farm known as Aikenshaw, occupied by Colonel Edward William Thomson from 1844—when he erected the large red brick house, which is still standing—until his death in 1865. Colonel Thomson was one of the survivors of the war of 1812, 1813, 1814, and for some time held a seat in Parliament. He was, though, far more eminent as an agriculturist than as a politician and valued his position as chairman of the Board of Agriculture for Upper Canada much more than any political distinction he might gain. It is worthy of remark that Colonel Thomson's house was the first brick residence of any description erected on Dundas street between Toronto and the Humber. On the Aikenshaw property



COL. THOMSON'S PROPERTY.

a blacksmith's shop, and a very small grocery store. These houses were on the edge of the woods, in which abounded red and black squirrels as well as great numbers of chipmunks. The land for the Grand Trunk Railway was then (1854) in course of survey, but the line was not cut through until 1856, nor Carlton station erected until 1857.

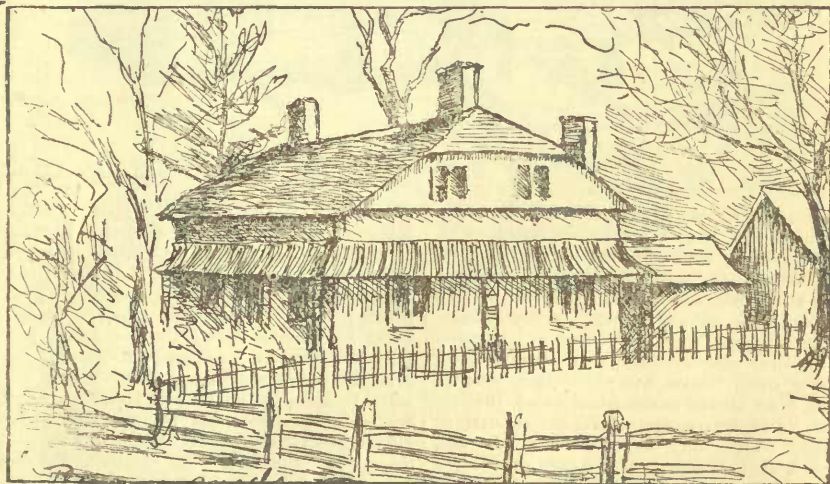
What is now Keele street ran as a concession from the present St. Clair avenue to Dundas street, and formed the eastern

there were no houses whatever excepting the Colonel's residence and out-buildings; indeed there was in 1853 one plot of bush land of eight acres forming a portion of the property, which was not finally cleared until 1856. Opposite Col. Thomson's residence on Dundas street was a moderately sized rough-cast dwelling, which was occupied by Mr. William Keele, a son of Mr. W. C. Keele, whom we shall presently refer to. William Keele farmed the adjoining

land of perhaps fifty acres, but in 1855 and 1856 he leased a large portion of the property to a joint stock company for the purpose of forming a race course. This latter, known as the Carlton race ground, was opened for sport in the spring of 1857, and in the following year had the honour of Royal patronage, Her Majesty giving a sum of money to be run for by horses under a certain age bred in Canada. The course had a very brief existence, comparatively, as it was finally closed in 1872. What we now know as Keele street extended on the south side of Dundas street for perhaps eight hundred yards until it reached the rough-cast house occupied by Mr. W. C. Keele, where it stopped short in the midst of a dense undergrowth of oak and other trees. Mr. Keele, from whom this

the locality. He was for a long time (excepting the farmers) the only employer of labour in the neighbourhood, he having extensive brick yards on Dundas street, near the Plank road, and was besides the first owner of nearly all the land in the vicinity. He was a man of strong prejudices, yet capable of deep affection, and under a somewhat rough manner had a very kind heart. He was one of the inhabitants of York who in 1815 signed the address of welcome to Lieutenant-Governor Gore, on the return of the latter from England to resume the reins of government. He died in Toronto in 1866, at the great age of 87 years, leaving a large number of descendants.

Between the cottage we have just referred to and the Peacock tavern—the



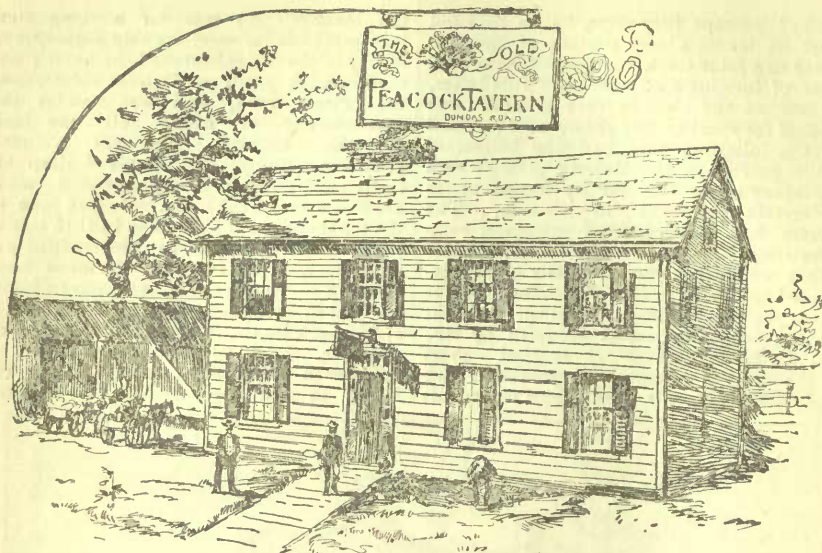
MR. SCARLETT'S HOUSE—RUNNYMEDE—DUNDAS STREET.

street takes its name, was a solicitor of high character and repute. He published more than one legal handbook, which had a large sale. On the south-west corner of Keele and Dundas street stood the Swan tavern; we are sorry to say it was not regarded as being a great blessing to the neighbourhood. On the opposite corner, towards Toronto, on the same side, stood a new red brick cottage built by Mr. John Scarlett, who also erected in 1838 the rough-cast house known as Runnymede, still standing on the north side of Dundas street to the extreme west of the town.

Mr. Scarlett may, indeed, be regarded as the father of Toronto Junction; he built almost, if not the very first house in

latter long since pulled down and replaced by a hotel of the same name—were some few cottages and Mr. Searlett's brick yards. There was a blacksmith's shop exactly opposite the Peacock, and when we say there was one small general store near the brick fields we have described Toronto Junction as it was in 1853 with tolerable accuracy. There was no provision whatever at this period for the education of the young; boys and girls alike either walked to school in Toronto or to Etobicoke where there was a small school house, now used by the Roman Catholics as a church. The nearest place of worship belonging to the Church of England was St. George's, on Dundas street, beyond the Humber. There was a small wooden





THE OLD PEACOCK TAVERN, DUNDAS STREET.

building also on Dundas street, on the southern side, near Bloor street, occupied by the Wesleyan body, but there was no permanent minister, and even if there had been one there was no residence for him. As for sanitary arrangements, every householder was a law unto himself, and the marvel is not that there was so much illness but that there was so little. As for the administration of justice, there was fortunately but little serious crime. When any such occurred it was dealt with in Toronto, and minor cases were heard by one or other of the various magistrates acting for the township. These gentlemen always held their courts at their own houses. Such was the Junction forty years ago—a small, scattered community, without power for good or evil. What it is to-day our readers are able to judge for themselves.

#### Early Settlers.

Amongst the MS. in the archives at Ottawa is the first list sent out from England of the Loyalists who had signed to settle in Upper Canada. Very few of the names are familiar in this part of the province, as these pioneers settled in the Midland district. The list reads:—

Loyalists who have signed to go and settle with their families in Upper Canada, London, Dec. 26th, 1791:—Isaac Morley, Samuel

Knowles, Daniel Stretch, Benj. Ogden, Nathan Barnum, Robert Morrell, Edward Dougherty, Jas. Cushing, Barth. Stavers, Jno. Smith-Halsfield, Wm. Hore, Robt. Wilkins, Joseph Halloway, Jerem. Pemberton, Jos. Stephens, Jno. Baker, Peter McDonald, John Brooks, John Barton, Jas. Huestis, Lawrence Thucsoon, Jas. McAtell, Edward Thorp, Chas. Thorp, Edward Dougherty, jr., John Griffiths, Jacob Buffinton, Sebastian de Molito, Henry McDonald, Jas. Stephenson, Alex. McDonald, George E. Spooner, Wm. Gallop, Terence Kerin, Frederick Herchfield, — McDonald, Thomas Giles, Wolfgang Road, Frederick Herner, Jno. Loughburrow, Jas. Rankin, jr., Neil McMullen, Thos. Tulley, John Phillips, Wm. Hart, Zack. Tulley, William Schermer, Ann Pomeroy, (widow) Wm. De Mont, Mark Mansfield, Gregory Wells.

#### Early Toronto.

Governor Simcoe, when he arrived in Canada, did not come direct to Niagara. He writes from Montreal on December 7th, 1791:—

*Re proposed settlement of Toronto—Simcoe to Dundas, Dec. 7, 1791, dated Montreal.*

I hope to assemble the Legislature in the autumn at Niagara, to winter at Catarqui and early in the spring to occupy with such a central position as shall previously be chosen for the capital. If possible, I could wish to begin a settlement at Toronto.



## CHAPTER CCXVII.

## THE RANGERS AND NAVY HALL.

What it Cost in the Days of 1792 to Hut the Famous Queen's Rangers and to Fit Up the Governor's House.

In a letter written in 1792 by Alured Clarke we have some interesting facts about the hutting of the Queen's Rangers and the fitting up of Navy Hall at Niagara. The records are found in the Simcoe papers in the Archives Department at Ottawa. Clarke says:—

*Clarke to Dundas.*

"SIR,—In my letter, No. 43, of the 5th September, I mentioned that having called upon Colonel Simcoe, commanding in Upper Canada, for the returns and estimates of such works as might be deemed necessary in that part of this district, he has stated, as it was impossible to reduce to any certain estimate the expense that would accrue from the necessity of hutting the Queen's Rangers at Niagara, he would himself make the necessary communication to the Lords Commissioners of his Majesty's Treasury.

"The enclosed, Nos. 1 to 6, are estimates of the works and repairs found necessary and ordered for Colonel Simcoe, to be carried into immediate execution, amounting to one thousand, five hundred and sixty-four pounds, fifteen shillings and twopence halfpenny, which I have approved and direct to be defrayed in the usual manner by the Deputy Paymaster - General of the Forces, taking for granted that any further communications that may be thought necessary on this head will be made by Colonel Simcoe, as before stated.

"I have the honour to be, with great respect, sir, your most obedient and most faithful humble servant,

"ALURED CLARKE."

"*The Right Hon. Henry Dundas.*

"(Abstract of estimates enclosed.)"

Navy Hall must have been quite a respectable dwelling for the days of 1792. It was of wood, clapboard, and outside of the original cost of the building Simcoe proposed to spend upon it about £500, or \$2,500 of the currency of to-day.

The first memorandum is an "Estimate of the expence of erecting 28 log houses for the accommodation of Colonel Simcoe's Rangers at the west landing at Niagara."

	£	s	d
No. 1, Workmanship..	95	18	6
No. 2, Materials.....	938	1	10

£1,034 0 4

The second is an "Estimate of the expence of fitting up Navy Hall for the accommodation of Colonel Simcoe":

	£	s	d
No. 3, Workmanship...	116	5	0
No. 4, Materials.....	357	0	2

473 5 2

And the third is an "Estimate of expence of building an oven for use of Colonel Simcoe's corps."

	£	s	d
No. 5, Workmanship....	5	12	6
No. 6, Material.....	51	17	2½

57 9 8½

The huts for the Queen's Rangers were to be 28 in number, and quite a large quantity of timber was required for their erection. A letter in the archives from the captain of the Royal Engineers at Quebec gives details of the work to be done to make the colonial regiment comfortable. It reads;—

QUEBEC, 8TH OCTOBER, 1792.

Estimate of expence of erecting twenty-eight log houses for the accommodation for the corps of Queen's Rangers, at the west landing, ordered by His Excellency Colonel Simcoe, 20th August, 1792, from the report of Lieut. Pilkington, Royal Engineers.

Each house to be 24 feet by 10 in the clear. Eight for the officers. Fourteen for the men. Three for an Hospital. Two mess and cooking houses for the officers. One for a bake house.

	£	s	d
Carpenters.....	70	00	00
Masons.....	20	5	00
Glaziers.....	1	15	00
Smiths.....	3	18	6
	93	18	6

## Materials necessary

Six hundred logs, 26 feet each, 9 in. diam.  
 One thousand logs, 20 feet each, 9 in. diam.  
 Four hundred logs, 14 feet each, for rafters.  
 Nine hundred fifty 1½ in. pine plank.  
 Six hundred 1½ in. boards.  
 Eleven hundred fifty in. boards.  
 Six thousand 20d nails.  
 Seventeen thousand 10d nails.  
 Fifty-six thousand shingles.  
 Eighty-four thousand shingle nails.  
 One hundred eighty-nine barrels lime.  
 Five thousand four hundred bricks  
 Four hundred twenty-six panes glass  
 Forty-eight lbs putty  
 Nineteen pieces flat iron, 6 feet long each.  
 Eight pieces do, 5 feet long each.  
 Eighteen pieces square iron 6 feet long each.  
 Twenty-eight pair hooks and straps.  
 Four hundred and forty eight feet running 3 in. oak plank, 8 in. broad.

Amounting to ninety-five pounds, eighteen shillings and sixpence currency.

BENJ. FISHER,

Capt. Commanding Royal Engineers.

Approved.

(Signed,) ALURED CLARKE.

Estimate of the expense of erecting twenty-eight log houses for the accommodation of the corps of Queen's Rangers at the West Landing, as per Captain Fisher's estimate, dated Quebec, 8th October, 1792.

	£	s.	d.
600 logs, 26 feet each 9 in. diam. at 5s each. ....	150	0	0
1,000 logs, 20 feet each, 9 in. diam at 5s each. ....	250	0	0
400 logs, 14 feet each, for rafters, at 5s each. ....	100	0	0
950 feet 1½ inch pine plank, at 1s 3d each. ....	59	7	6
600 ¼ inch boards, at 1s 8d each, ..	30	0	0
1,150 1 inch do, at 1s each. ....	57	10	0
6,000 20d nails at 14s per M. ....	4	4	0
17,000 10d nails at 10s per M. ....	8	10	0
56,000 shingles at 45s per M. ....	126	0	0
84,000 shingle nails at 3s 6d per M	14	14	0
189 barrels of lime at 9s each. ....	85	1	0
5,400 bricks at 60s per M. ....	16	4	0
426 panes of glass at 6d each. ....	10	13	0
48 pounds of putty at 10d. ....	2	0	0
19 pieces of flat iron, 6 ft. long each, at 5s each. ....	4	15	0
8 pieces of flat iron, 5 ft. long each, at 4s each. ....	1	12	0
18 pieces square iron, 6 ft. long each, at 5s each. ....	4	10	0
28 pairs hooks and straps at 4s pr. pair. ....	5	12	0
448 feet 3 in. oak plank, 8 in. broad, at 4d per ft. ....	7	9	4

938 1 10

JOHN CRAIGIE, A. C.

Estimate of making such repairs and additions at Navy Hall as are requisite for the accommodation of his Excellency Colonel Simcoe, ordered by him 26th July, 1792, from the report of Lieut. Pilkington, Royal Engineer.

	£	s.	d.
Carpenters' work. ....	80	0	0
Bricklayers' and plasterers' ..	18	0	0
Smiths' .....	2	5	0
Glaziers' .....	2	0	0
Painters' .....	2	0	0
Labourers' .....	12	0	0

116 5 0

Materials necessary:—

600 feet round pine, 6 by 8 in. 2,000 feet round scantling, 5 by 6. 4,000 feet round scantling, 4 by 5. 350 1½ in. pine plank. 100 1½ in. boards. 300 inch boards. 600 ¾

inch boards. 24,000 shingles. 7,000 laths. 150 lbs. 30d nails. 50 lbs. 20d nails. 230 lbs. 10d nails. 25 lbs. 8d nails. 400 lbs. shingle nails. 140 lbs. lathing nails. 200 lbs. 5 inch spikes. 180 barrels lime. 25 bushels hair. 7,000 bricks. 60 lbs. stucco. 25 lbs. whiting. 332 panes glass. 64 lbs. putty. 36 lbs. white paint. 6 lbs. blue paint. 12 lbs brown paint. 4 lbs black paint. 7 gallons linseed oil. 1 gallon spirits turpentine. 6 lbs. fig blue. 12 lbs. glue. 2 stock locks. 12 door locks. 3 padlocks. 12 pair H hinges. 12 pair H hinges. 12 window bolts. 12 door bolts. 16 dozen screws. 18 sashes and catches. ½ cwt. small square iron. ½ cwt. small flat iron. Four sheets iron.

Amounting to one hundred and sixteen pounds, five shillings, currency.

BENJ. FISHER,

Capt. Comdg. R. Engrs.

Approved.

Signed, ALURED CLARKE, A.C.

Estimate for above—

£357 0s. 2d. currency.

JOHN CRAIGIE,

Com. & Q. M. General, A.C.

QUEBEC, 8th October, 1792.

Estimate of the expense in building an oven for the use of the corps of Queen's Rangers at the West Landing, ordered by His Excellency Colonel Simcoe, 20th August, 1792, from the report of Lieut. Pilkington, Royal Engineer.

Masons and bricklayers. £3 10s. 0d.

Smiths. £0 7s. 6d.

Labourers. £1 15s. 0d.

£5 12s. 6d.

Materials — 7,500 bricks, 45 brls. lime, 15 batteaux loads sand, one peice, 2½ in. flat iron, 6ft. long, 6 sheets iron, and 12lbs. rod iron. Total value—£5 12s. 6d. currency.

B. FISHER.

Estimate of the expence of sundry materials for the building of an oven for the use of corps of the York Rangers at the West Landing required in Captain Fisher's estimate of the 8th October, 1792.

	£	s.	d.
7,500 brick, at 60s per thd. ....	22	10	0
45 brls lime at 6s per brl. ....	20	5	0
15 batteaux loads of sand at 10s	7	10	0
1 piece 2½ in. flat-iron, 6 ft. long, at 5s. ....	0	5	0
6 sheets of iron at 4s. ....	1	4	0
12 lbs. of rod iron at 30s per cwt. ....	0	3	2½

£51 17 2½

JOHN CRAIGIE,

Com. and Q. M. Genl.



An interesting letter accompanies the estimates. It gives a statement about Navy Hall, showing that the original building was erected during the war of 1770-75. It reads:—

*Re Navy Hall and the huts—Extract from letter, dated Quebec, 25th May, 1793, from Alured Clarke to Rt. Hon. Henry Dundas:*

I shall begin with the building eight huts for covering the Queen's Rangers. This regiment arrived at Quebec in the summer without my receiving any information concerning it other than an information the year before that it was in contemplation to raise such a corps. Of course, no previous measures could be taken for their accommodation. Immediately on their arrival they disembarked and were conveyed with their baggage, stores, etc., to the Upper Province, leaving it to Colonel Simcoe's discretion to quarter them where he thought it would best answer the purposes for which they were raised. Upon their arrival it became necessary to take steps for effecting a more substantial protection from the weather of the approaching season. The circumstances of the case would admit of no delay, and the plan adopted was most advisable, not only as being most expeditious but, considered in an economical view, less expensive and at the same time more durable than barracks to be constructed of material made from timber then standing.

The building of an oven for their accommodation was equally necessary, that being the only means in the infant state of the settlement by which they could have been furnished with bread.

Another part of the service to be carried into execution without waiting for a previous approbation was making the repairs and additions to Navy Hall which Col. Simcoe found necessary for the immediate accommodation of himself and family, as well as several officers of his Government. This building is on the west side of Niagara river and was erected in the course of the last war by order of the commander-in-chief of the forces for the use of the officers of the Naval Department serving upon Lake Ontario; that establishment being since considerably reduced and the house not being much wanted during peace, did not from time to time receive the repairs it stood in need of; and in its best state could be considered but a paltry residence for the King's representative. However, such as it was, it was the only one that offered, or that could be produced as a shelter until a better or more commodious one could be provided, but in the then state and condition thereof it could not have been inhabited

in the winter, and so far was the season advanced that it was not possible to transmit any plan or proposals to England for previous consideration or directions; under these circumstances, and considering the building as being under the immediate orders of the military commander-in-chief, I was induced to approve and authorize the payment of the alterations and repairs necessary for the reception of Colonel Simcoe's family, etc., just arrived in a new country, and who without this assistance must have suffered the greatest inconvenience, which from his public character he certainly should not have been exposed to.

The accommodation for the officers of the staff of Upper Canada was equally indispensable and likewise received my sanction.

I have the honour to be, your most obedient and most faithful humble servant,  
ALURED CLARKE.

#### CHAPTER CCXVIII.

#### WHAT SIMCOE WROTE OF YORK.

##### *Its Fitness as an Arsenal—The Proposals to Fortify the Place.*

Lieut.-Governor Simcoe thought a great deal of the old town of York, now Toronto. Had his original intention been carried out we should have had quite a fortification on the Island at the west point. Simcoe, in writing to Lord Dundas, says:—

28th April, 1792.

"Toronto appears to be the national arsenal of Lake Ontario, and to afford an easy access over land to Lake Huron." The proposal to fortify the Island is given in detail. The block house referred to was erected at Gibraltar Point, a hundred feet north of Hanlan's. Stone was not used, but in all other regards the description of the block house is accurate. For many years it was thought that the block house was near the light house, but this letter effectually disposes of this statement, for the block house "wholly commands the entrance to the harbor." The letter is written by Lieut. Pilkington, an officer of the Royal Engineers. It reads:—

NIAGARA, 6th Sept., 1793.

SIR,—Pursuing the idea of occupying Point Gibraltar with a cavalier or stone redoubt, for commanding the entrance into the harbour of York, serving also in a more general view of a system for the defence of the place and for the immediate purpose of Government, for depositing naval and military stores in the greatest security, with the smallest garrison; I beg to offer a square block-house, fifty-eight feet in the clear, the lower part consisting of a powder magazine and store rooms and the upper part to serve



as barracks. The lower storey under part of the upper, forming the breastwork of a battery in barbet, to be of masonry, the remaining part of the second storey of log work, grooved into uprights, removable in case of any emergency. The whole of the lower part to be made bomb-proof, by timbers supported by pillars and the party walls, and for the greater security of the powder, the magazine, with the passages leading to it, to be arched with brick.

As the proposed position of the work is not subject to any fire on the north side but from the harbour, it will be advisable to have the entrance on that side, and as the lower part of the building may serve for barracks in case of any attack, it may be expedient also to have the same side constructed so as to admit of the requisite light and air on such an occupation. The best side wholly commands the entrance to the harbour, and the south a narrow beach leading to the extreme point of the land forming the harbour; on the east side there is an advantageous position against the proposed work, which though detached by unfordable waters it may be necessary to occupy or remove.

The probable expense of the blockhouse is for workmanship only, as a considerable share of attention will be requisite to the foundations. I estimate at seven hundred and eighty-five pounds sterling, considering the labouring part, to be performed chiefly by the military; of the expense of the materials I cannot at present form any precise idea, but it may be concluded from the facility with which stone, lime and timber may be procured, they will be obtainable at a very reasonable rate.

I have the honour to be, sir,

Your Excellency's most obedient  
and very humble servant,

ROBERT PILKINGTON.

To His Excellency Col. Simcoe.

THE TOWN AND ARSENAL AT YORK.

Simcoe was very anxious to hurry forward the settlement of York. The broken front referred to the lands facing the bay and lake shore. Simcoe writes:—

*Simcoe to Dundas.*

YORK, Sept. 11, 1793.

"The great importance that it appears to the Council to promote the erection of Towns has also occasioned them to deviate from the general plan to assist the settlement at Toronto or York. It was thought expedient to reserve the whole of the Broken Front for Garrison purposes as well as to prevent the scattering of the inhabitants in such situations as their fancy or interest might induce them, which would ever prevent that compactness in a town which it

seems proper to establish; two or three of the front concessions are therefore granted in this township, and the reserves will be made in the back lands, but reserves will be made near this Harbour, of Timber, which must in time become valuable, as it is proposed to furnish from hence all that may be wanted in the fortresses on the Lakes."

Governor Simcoe thought that York had advantages over Kingston. He proposed to winter the fleet at York and erect buildings for naval purposes. These buildings stood on the bay shore, south of John street, and were afterwards the commissary buildings. They were of frame and clap-boarded. When originally erected they were of logs. Simcoe says in his letter to Lord Dundas:—

*Re Arsenal at York—Simcoe to Dundas.*

Sept. 20, 1793.

"I also enclose for your inspection an actual survey of the Harbour of York (late Toronto) the proper naval and military arsenal of Lake Ontario, and, in a great measure of Upper Canada. The port of Kingston, which is at the mouth of the River St. Lawrence, is, from its extent and situation absolutely indefensible, and by being constantly frozen up during the winter is certainly liable at that season to be destroyed, as it is at no great distance from the United States.

"I propose, therefore, that the winter station of the Fleet, and the refitting post, and such naval buildings as may be wanting, be at York. This post is at a great distance from the foreign shore, is capable if being easily defended, and the grants of land having been made by the present Government, sufficient care has been taken that great reservations of timber should be made for naval purposes. The floating ice (and a bridge which it makes from the islands near Kingston to the Continent) prevents the shipping in that harbour, as well as in that of Niagara, from sailing for several days in the spring when it is practicable to be at sea from York."

When the war with France occurred Simcoe felt that the Rangers would be better at York—so he writes to Lord Dundas:—

"Upon the first news of the rupture with France, I determined to withdraw the Queen's Rangers from the unhealthy vicinity of Niagara, where they were encamped, and to occupy York. I submitted to the Commander-in-Chief my intentions and desired his sanction to authorize me to construct a Block House to defend the entrance of the harbour, detailing to him its properties and the security it would afford to the Civil Government of the Province, at the same time stating in the capacity of Civil Governor that was I not obedient to his authority I

should certainly occupy and in some degree secure that post, for the residence of the Civil officers of the Government, and that the only protection of the country should not depend on such a miserable fortress as Niagara, situated within the *Line* of the United States."

#### THE FIRST PARLIAMENT HOUSE.

In the same letter Gov. Simcoe writes concerning the Rangers and their housing and also gives us important information as to the meeting place of the first Legislature. The store houses referred to were part of the Navy Hall property. Another paragraph in the letter refers to the harbor of York, and also to the fact that merchants were buying lots in the pioneer town. This was surely the first land boom. Gov. Simcoe writes :—

*Re Queen's Rangers' Barracks, same letter.*

Last year I hitted the Queen's Rangers as well as possible near to Niagara, and I fitted up the king's barracks and store houses to contain the offices of Government and to accommodate the Legislature of the Province, who must for some time have their annual assembly at that place. These temporary buildings I thought it a great public saving to refit, as it is most probabe they will be required hereafter for various Governmental purposes, or sold advantageously for the public benefit.

The occupation of the harbour of York I totally take upon myself in the capacity of Civil Governor, and I should forthwith proceed on the storehouses which I propose to erect, as is most necessary for the public service, but at the same time being convinced that, as permanent storehouses may be so built as to contribute essentially to the strength of this important post and the whole colony, and the incorporating such a military purpose into the arrangement of what is necessary to preserve the public stores, bringing it under the cognizance of the Board of Ordnance, I feel much embarrassed.

Lieut. Pilkington, the Engineer, has furnished his estimate of the aggregate of the expense which the purposed storehouses and block house will cost, and which I beg to submit for your consideration. Having thus, sir, entered into the system which I consider as absolutely necessary for the defence and security of the Province intrusted to my charge.

#### *Merchants buying lots in York.*

I hope to complete the military street (through the province) in the ensuing autumn. The merchants and traders have already turned their eyes to this communication and obtained lots in York upon such a speculation; this will be greatly increased when it shall

be fully understood that it is much more easy of access than uniform reports and frequent enquiries had given room to imagine.

### CHAPTER CCXIX. OLD NIAGARA.

#### The Records in the Archives—A Description of Fort Niagara in 1790.

The records in the Archive Department at Ottawa are of great value to all who are interested in the earlier history of the country, especially the western part of Canada.

In the correspondence of 1790 there is a letter from Ralfe Cleuch, a member of a well-known Niagara family. His letter is dated Nassau, 28th August, 1790, and is written to John Johnson, Bart., Navy Hall. The letter gives Sir John information regarding the purchase of part of the Six Nations country by some Americans. The lands seem to have been near the Grand River. The pioneers of Canada prior to 1791 very frequently addressed and headed their correspondence with the name of the district in which they were located.

In 1788, by proclamation of Lord Dorchester, that part of Canada west of the Ottawa was formed into four districts, viz. Lunenburg, extending from the Ottawa to the river Gananoque; Mecklinburg, from the Gananoque to the Trent; Nassau, from the Trent to Long Point on Lake Erie; and Hesse, which included the remainder of Canada to the St. Clair. In 1791 the Constitutional Act was introduced into the House of Lords for the further adjustment of Canadian matters. By this Act Canada was divided into two provinces by a line drawn from Point-au-Baudet, on Lake St. Francis, to Point Fortune on the Ottawa, thence along the course of that river to its head waters and the southern limit of the Hudson Bay Territory.

"Following this a correspondence giving a description of Fort Niagara, which in 1790 was in Canada, but by the treaty was handed over to the United States. The account is contained in a letter written by Mathews to Nepean :—

#### *Mathews to Nepean.*

"Fort Niagara is situated upon an angle formed by the lake and river; the side next the land has two half bastions with a long curtain and ravelin, all of sod work; there is a strong stockade in the ditch, which is dry, and on the Berm (?) a smaller line of pickets sloping outwards; there are two block houses of mason work in the gorges of the bastion, mounting each two pieces of cannon, en barbette, which commands the



whole country within their range. The sides next the lake and river are stockaded, and on the opposite side of the river are two bastions, mounting 12 and 18 pounders, the whole in a good state of defence."

## CHAPTER CCXX.

### A PROVOST MARSHAL IN 1777.

#### Miles Prentice and the Judge.

One of the well-known names in the city of Quebec from 1759-60 until 1787 was Miles Prentice, the Provost Marshal of Quebec. Prentice was a popular fellow. He kept the Freemasons' Tavern and also the Sun Tavern in the ancient city, and it was his niece that came within an ace of marriage with Lord Nelson when he was commander of the Albemarle, lying at Quebec. An old record has turned up in the Archives Department at Ottawa, concerning Prentice and a man named Giroux. It appears that Prentice, as Provost Marshal, had Giroux and his wife under arrest and locked up in jail. The chief justice, it appears, thought that the pair should be liberated. Prentice thought differently. In order to bring matters to a focus, the chief had an interview with Prentice, in which the latter was very emphatic and would not yield. He said:

On Saturday morning, the 4th instant, Mr. Livins met me near the Postoffice and desired that I would turn back to my house; he wanted to speak to me and called for a private room for that purpose. The first question Mr. Livins asked was, "Have you not a man and his wife in your prison?" I answered I had, upon which he said, "I should be glad to know the man's name and how his name is spelled?" I answered I could not tell him exactly, but would look for the commitment. When I had found it Mr. Livins took down the man's name on a piece of paper, with pen and ink, and I believe the whole, or at least a part, of the commitment, after doing which he told me, "I had no right or authority to imprison them on that commitment, as it appeared to him to be a very odd one and as a military Provost Martial he thought I had no right to receive any other prisoners than those belonging to the military." I then made answer that any prisoners sent to me from the General or Lieutenant-Governor I would take them in charge, or even from him, till such time as they were examined. He then said, "I had no right to receive any prisoners from him, except thro' compliment, as I was only Provost Martial to the Army." I answered that I knew I was not Provost Martial for the

Province of Quebec in the civil way, but that I was Military Provost Martial for the City of Quebec and its dependencies, upon which the discourse ended for that time. On Sunday, the 5th, about 5 o'clock in the evening, Mr. Livins sent his servant, who informed me his master wanted to speak to me; when I arrived at his lodgings, I was conducted into his study, and as soon as he asked me if the man and his wife were released I told him they were not; he then said he would send me an order that they "should be brought before him, and when examined, if he found sufficient reason for so doing, he would commit them to the common jail and give them a trial, and if found guilty, have a public example made of them," to which I answered that I would not deliver them without an order from the Lieutenant-Governor; he then said, "If I would not deliver them upon his order," as Chief Justice of this Province, "he would be under the necessity of committing me to jail;" upon which I replied, that I was fifty years of age, and had never yet been confined an hour; he then added, "I do not understand that people should be put into prison by any person and there kept in confinement during pleasure."

(Signed) MILES PRENTICE.

Quebec, 6th October, 1777.

Personally appeared before me, Miles Prentice, of the City of Quebec, and made oath on the Holy Evangelists to the truth of the foregoing declaration.

(Signed) THOS. SCOTT, C. P.

Endorsed—Miles Prentice's, Provost Martial, Declaration under Oath, 6th Oct., 1777.

#### An Old Military Return.

In the Archives Department at Ottawa there is an old return of the garrison at Quebec and at Three Rivers in 1776. There were but few regulars at Quebec, but no less than eleven regiments and four companies of artillery at Three Rivers.

#### RETURN OF REGIMENTS IN GARRISON AT QUEBEC, MAY 1, 1776.

	No.
Royal Fusiliers.....	67
Royal Emigrants.....	177
Corps of Seamen.....	358
Marines.....	30
Artificers, &c.....	77
British Militia.....	277
Canadian Militia.....	508
Company of Invalids.....	55

Total.....1,566

FORCES AT THREE RIVERS, JUNE 1, 1776.  
9th, 20th, 21st, 24th, 29th, 31st, 34th,  
47th, 53rd, 62nd, 1st Batt. Royal Emigrants  
4 companies Royal Artillery.



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# UPPER CANADA GAZETTE.

## OR

# AMERICAN ORACLE.

THURSDAY, APRIL 18, 1793.

### JOHN GRAVES SIMCOE. PROCLAMATION

*For the Suppression of Vice, Profaneness and Immorality.*  
BY HIS EXCELLENCY.

JOHN GRAVES SIMCOE, Esquire,  
Lieutenant Governor and Colonel Commanding His Majesty's  
Forces, in the Province of Upper Canada.



WHEREAS it is the Indispensable duty of all People, and more especially of all Christian Nations, to preserve and advance the Honour and Service of Almighty God; and to discourage and suppress all Vice, Profaneness and Immorality, which if not timely prevented may justly draw down the Divine Vengeance upon Us and our Country: And His Majesty having for the promotion of Virtue, and in tenderness to the best Interests of His Subjects, given command for causing all Laws made against Blasphemy, Profaneness, Adultery, Fornication, Polygamy, Incest, Prostitution of the Lords Day, Swearing and Drunkenness, to be strictly put in Execution in every part of the Province, I do therefore direct, require and command the Peace Officers and Constables of the several Towns and Townships, to make presentment upon Oath, of any of the Vices before mentioned, to the Justices of the Peace in their Session, or to any of the other temporal Courts: And for the more effectual proceeding herein, all Judges, Justices and Magistrates and all other officers concerned for putting the Laws against Crimes and Offences into execution, are directed and commanded to exert themselves, for the due prosecution and punishment of all persons, who shall presume to offend in any of the kinds aforesaid; and also of all persons that, contrary to their duty, shall be remiss or negligent in putting the said Laws in execution. And I do further charge and command, that this Proclamation be publicly read in all Courts of Justice, on the first day of every Session to be held in the course of the present year, and more especially in such of His Majesty's Courts, as have the Cognizance of Crimes and Offences; recommending the same, to all Christian Ministers of every denomination, to cause the same Proclamation to be read four times in the said year, immediately after Divine Service, in all places of Public Worship, and that they do their utmost Endeavour, to incite their respective Auditors to the practice of Piety and Virtue, and the avoiding of every taint, contrary to the pure Morality of the Religion of the Holy Gospel of Jesus Christ.

Given under my Hand and Seal at Arms at the Government House, Navy Hall, the Eleventh day of April, in the Year of our Lord One thousand seven Hundred and Ninety-three, and in the Thirty-third Year of His Majesty's Reign.

By His Excellency's Command,  
Wm. JARVIS, Secretary.

J. G. S.

### THE KING'S SPEECH TO BOTH HOUSES OF PARLIAMENT. December 13, 1792.

My Lords and Gentlemen,

HAVING judged it necessary to embody a part of the militia of this Kingdom, I have in pursuance of the provisions of the Law, called you together within the time limited for that purpose, it is on every account, a great satisfaction to me to meet you in Parliament at this conjuncture. I should have been happy if I could have announced to you the secure and undisturbed continuance of all the blessings which my subjects have derived from a state of tranquillity; but events have recently occurred which require our united vigilance and exertion in order to preserve the advantages which we have hitherto enjoyed.

The seditious practices which have been in a great measure checked by your firm and explicit declaration in the last session, and by the general concurrence of my people in the same sentiments, have of late been more openly renewed, and with increased activity. A spirit of tumult and disorder (the natural consequence of such practices) has thrown itself in acts of riot and insurrection, which required the interposition of a military force in support of the Civil Magistrate. The industry employed to excite discontent on various pretences and in different parts of the kingdom has appeared to proceed from a design to attempt the destruction of our happy constitution, and the subversion of all order and government; and this design has evidently been pursued in connection, and concert with persons in foreign countries.

I have carefully observed a strict neutrality in the present war on the continent, and have uniformly abstained from any interference with respect to the internal affairs of France; but it is impossible for me to see, without the most serious uneasiness, the wrong and increasing indications which have appeared there of an intention to excite disturbances in other countries, to disregard the rights of neutral nations, and to pursue views of conquest and aggrandizement, as well as to adopt towards my allies the States General (who have observed the same neutrality with myself) measures which are neither conformable to the law of nations, nor to the positive stipulations of existing treaties. Under all these circumstances I have felt it my indispensable duty to have recourse to those means of prevention and internal defence with which I am entrusted by law; and I have also thought it right to take steps for making some augmentation of my naval and military force, being persuaded that these exertions are necessary in the present state of affairs, and are best calculated both to maintain internal tranquility, and to render a firm and temperate conduct effectual in preserving the blessings of peace.

Nothing will be neglected on my part that can contribute to that important object, consistently with the security of my kingdoms, and with the faithful performance of engagements which we are bound equally by interest and honour to fulfil.

## CHAPTER CCXXI. EARLY PRINTING.

### The Centennial of the First Newspaper in Upper Canada—The First Order for Paper and Type.

The *Upper Canada Gazette* was the first newspaper published in Upper Canada. It was issued at Niagara, or Newark, on the 18th April, 1793. Louis Roy was the printer. He was from Lower Canada. The paper was a folio in size, each page being 15 by 9 inches. It was three dollars per annum. The following was the first order given for type, which was imported specially from England in 1792-93. The record is from the Archives department at Ottawa.

*Requisition Type for Printing Office, U. C.*

- 1 fount of Brevier Roman, 250 lbs.
- 1 fount of Brevier Italic, 100 lbs.
- 1 fount of Long Primer Roman, 350 lbs.
- 1 fount of Long Primer Italic, 250 lbs.
- 1 fount of Pica Roman, 300 lbs.
- 1 fount of Pica Italic, 200 lbs.
- 1 fount of Great Primer Roman, 150 lbs.
- 1 fount of Great Primer Italic, 100 lbs.
- 1 fount of Double Pica Script, 200 lbs.
- 1 fount of Small Pica Black, 100 lbs.

Also the following alphabets of two-line letters :

- 5 alphabets of 5-line Pica.
- 7 " of 2-line English.
- 8 " of 2-line Small Pica.
- 10 " of 2-line Long Primer.
- 12 " of 2-line Brevier.
- 9 " of 2-line Pica.
- 8 " of 2-line Great Primer.

N. B.—The letter founder is requested in casting these new founts to cast figures, braces, rules, fractions, references, small capitals, etc., and also signs of the zodiac, planets, aspects, etc., and a complete assortment of flowers, King's coat of arms, for folios and for quartos ; beside some ornamented forts and woods, quotations, etc.

Stationery :—40 reams of Crown paper.

- 80 reams of demi.
- 20 reams of foolscap.
- 20 reams of printing post.
- 6 reams of 4th gilt post.
- 3 reams wrapping post.
- 1 ledger and day book.
- 2 barrels ink.

A supply of paper was sent for 1792, which was of good quality, but for the *Gazette* bundles of demy were ordered, and accordingly a requisition was sent to England for a supply. The old manuscript reads :

Requisition for stationery for the Government printing office of Upper Canada, for the year 1793.

- 6 bundles of printing demy.
- 8 reams of printing crown.

- 10 reams of printing pott.
- 8 reams of folio foolscap, plain.
- 8 reams of folio post, plain.
- 9 reams of quarto post, plain.
- 4 reams of quarto post, gilt.
- 6 reams of quarto post, blackedge.

Niagara, Nov. 4th, 1892.

Signed, Louis Roy, Printer.

Prior to 1800 the *Gazette* was removed from Niagara to York. The printers were within sight of a libel suit for publishing a letter reflecting on a very worthy citizen of York, Mr. William Allan, the founder of Moss Park, and the father of the Hon. G. W. Allan. The publishers of the *Gazette* had inserted a letter from "A Farmer" reflecting on Mr. Allan, and that gentleman promptly called the attention of the Governor to the fact. The printers evidently made matters right, for they were not dismissed, but continued the publication of the paper.

The complaints were made the subject of a special meeting of the Executive Council. The minutes read :—

COUNCIL CHAMBER AT YORK.

25th March, 1800.

PRESENT :

- The Hon. John Elmsley, Chief Justice.
- The Hon. Peter Russell.
- The Hon. Æneas Shaw.

Mr. Allan, a merchant in York, complained of an article inserted in the *Gazette* of the 22nd inst, and signed "A Farmer" which states him to be a candidate for the County of York at the ensuing election. Mr. Allan stated that the assertion is entirely without foundation, and is apprehensive that if it reaches the persons with whom he is connected in the Lower Province, and is uncontradicted, it may very materially affect his interests.

The Board conceives that the printers are highly culpable in having inserted an article in their paper without authority. But on looking at the rest of the article, it thinks it absolutely necessary to direct the Chief Justice immediately to transmit the paper to his Excellency, with the request of the Board that the printers be immediately dismissed from their office, and that his Excellency will avail himself of his present situation to procure some other person to be King's Printer.

*Minutes 25th March, 1800.*

Read a petition from Messrs. Waters and Simons, King's Printers, acknowledging their error in having inserted in the *Gazette* of last Saturday, an essay signed "A Farmer," and throwing themselves upon his Excellency's clemency for forgiveness.

Recommended, that the Chief Justice be directed to transmit a copy of this petition to his Excellency.



## CHAPTER CXXII.

## THE PROVINCE'S GREAT SEAL.

*An Interesting Memo. Respecting the Same, Dated 1792.*

In 1792 a seal for the Province of Upper Canada was sent out by the English Government to Governor Simcoe.

*Warrant to Lieut.-Governor Simcoe for using Great Seal.*

GEORGE R.—

To our trusty and well beloved Guy, Lord Dorchester, Knight of the Most Noble Order of the Bath, our Captain-General and Governor-in-Chief of our Province of Upper Canada in America, or to our Lieutenant-Governor in Canada or Commander-in-Chief of our said province for the time being: Greeting—

With this you will receive a seal prepared by our Order for the use of our said Province of Upper Canada, the same being engraven on the one side with a representation of Our Anchor and Sword upon a Calumet of Peace encircled with a Crown of Olive, two Cornucopias, surmounted by an Imperial Crown and the Union of Great Britain with this motto:—"Imperi Porreita Majestas Custode Rerum Cæsare," and this inscription round the circumference, Sigill, Nos. Prov. Can. Sup. and on the reverse our Arms in a Shield with the motto, and round the circumference our Titles. Our will and pleasure is, and we do hereby authorize and direct, that the said seal be used in sealing all public instruments, which shall be made and passed in our name and for our service in and for our said Province of Upper Canada.

Given at our Court of St. James, the twenty-eighth day of March, 1792, in the thirty-second year of our reign,

By His Majesty's Commander,  
HENRY DUNDAS.

*The Queen's Rangers.*

In 1792 Governor Simcoe wrote to Lord Dundas announcing the arrival of the Queen's Rangers. He said:—

QUEBEC, May 28, 1792.

"I have the pleasure to inform you that the transports John and Betsy, with part of the Queen's Rangers, arrived yesterday."

Afterwards the pioneer Governor wrote as to hutting the Rangers at the new landing on the Niagara river. This was up at Queenston. He says:—

*Simcoe to Dundas, re Queen's Rangers.*

"I shall be very happy, sir, when your communications with Lord Dorchester shall

enable you to decide upon the points which I have stated in my letter of the 17th of November last, and I hope for these specific communications. My first object, of course, has been done away by the very early arrival of the Queen's Rangers, without which circumstance I could on no emergency have acted in my military stations in the opinion of Major General Clarke."

*Simcoe to Dundas re York Queen's Rangers.*

"Upon mature deliberations I have found it advisable to hut the Queen's Rangers at the new Landing upon the Niagara river, and early in the spring I hope to occupy a post near to long point upon the Lake Erie, another at Toronto upon the Lake Ontario."

*Re York and Queen's Rangers—Simcoe to Dundas.*

"I should consider any other regiments than the Queen's Rangers and company of Royal Artificers remaining in this province, though most certainly very useful from their necessary expenditure and assistance in forming towns (the great deficiency in both the Canadas), by no means necessary in a military sense. The Queen's Rangers are hutted, by great exertions, at the Niagara Landing, now Queenston. Mr. Street, an inhabitant of the place, chose to dispute the Right of the Land; I directed the Attorney-General to defend the suit, and judgment was given in favour of the Crown."

In 1793 Simcoe determined to remove part of the Queen's Rangers to York. The letter with this fact is written by Governor Simcoe to Lord Dundas, at London, Eng. He says:—

*Re Queen's Rangers—Simcoe to Dundas.*

NIAGARA, 17 JUNE, 1793.

I mean without delay to take part with the Queen's Rangers at Toronto (or York) and shall take an early opportunity of expressing my sentiments to you, Sir, upon that subject.

*Heading of letter from Simcoe to King.*

YORK (LATE TORONTO), UPPER CANADA,  
AUGUST 22ND, 1793.

*Simcoe to Dundas.*

AUGUST 23RD, 1793.

I have determined to hut the Queen's Rangers and probably to remain with them this winter at this place. It possesses many eminent advantages, which I shall do myself the honour of expatiating on at the first opportunity.

It will be noticed in the last letter that it is headed "York (late Toronto)." The term Toronto was not in use again officially until 1834, when the city was incorporated.





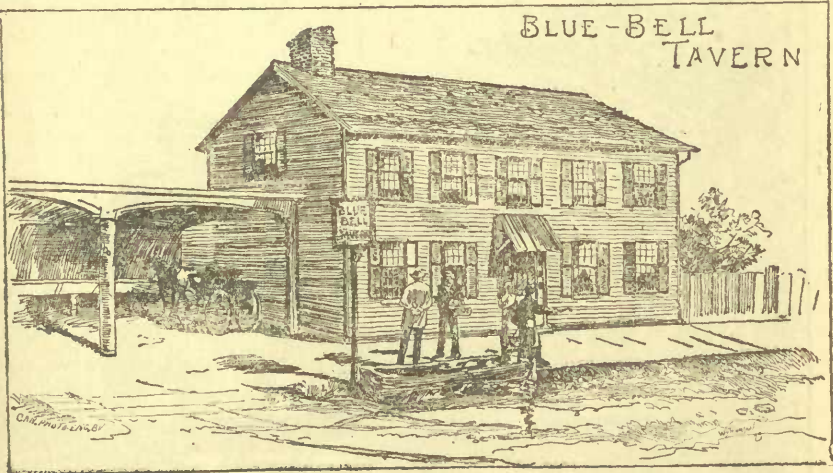


## CHAPTER CCXXIII A NORTH-WEST CORNER.

### Dundas Street Forty Years Ago—A Ramble from Queen Street to the Old Peacock Tavern.

It is very difficult for those who only know Dundas street as it is now, with its street cars, electric lamps, large stores, capacious churches and elegant residences, to realize that less than forty years ago the same neighbourhood consisted of scattered private houses standing in their own grounds, a few cottages surrounded by gardens, a large market garden, a rope walk, four or five taverns at long distances apart, with here and there a very small general store. Trinity University, erected in 1851 and 1852, the foundation stone having been laid in May of the former year,

Bank, stood the Queen's Head Tavern, kept for many years by Lewis Bate, and famous as a resort, from the more crowded city, on summer evenings. This locality was known forty-five years ago as "Blue Bell Village," after the tavern just referred to, but when the latter was removed the name given to the neighbourhood gradually died out. The Queen's Head, though a very popular establishment, was by no means a pretentious or imposing looking structure. It was only a small two-storey frame house, with a verandah on the sides facing Queen and Dundas streets respectively. There was also in front on the latter side, a capacious horse trough and a very small driving shed. On the opposite corner to this hostelry was the house in the occupation of Mr. J. F. Taylor, for many years clerk to the Legislative Council. Passing the Queen's Head on the

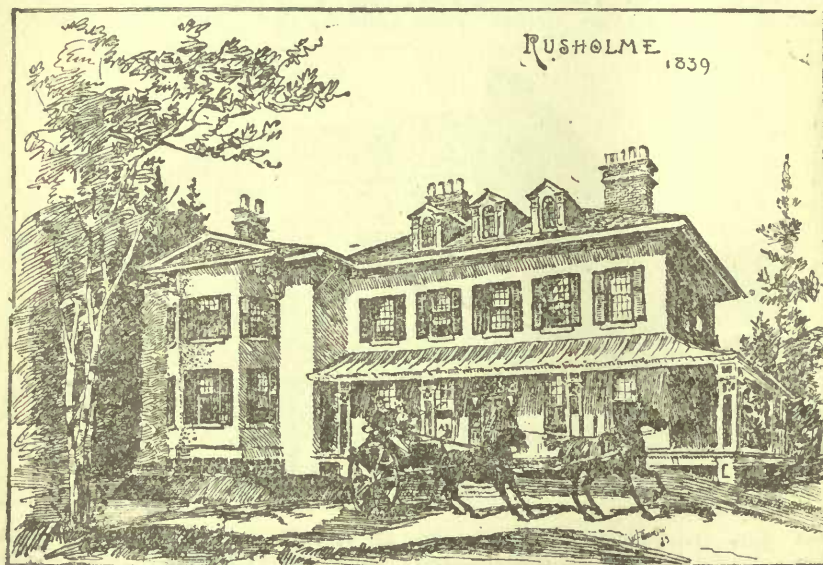


was just completed and open for the reception of students, and the buildings were at that time to all intents and purposes in the country. Leaving Trinity on the right and proceeding further west along Queen street was a large open space covering several acres, unfenced and undrained, and over which people crossed, as a short cut from Queen to Dundas street, reaching the latter at the point where Halton street now joins it. Passing this open space, crossing Shaw and Givens streets, which then existed—as not a few of our so called avenues and streets do to-day—in name only, came in 1851, (it was removed the following year) the old Blue Bell tavern, then one or two small houses, when Dundas street was reached, where, on its eastern corner, on the spot which is now occupied by the Dominion

same side of the street was a blacksmith's shop, two small dwelling houses, then a narrow lane leading from the main road into the open fields, affording thus a way into Queen street. Past this land again were one or two insignificant buildings and then on the same side of the road open fields for several hundred yards. The lane just mentioned, then, as now, was known as Rebecca street. The reason it obtained this name was that the land it crosses was purchased by a contractor who supplied wood to the garrison. He disputed the right of the road trustees to exact toll from his teams at the gate on Queen street, near its junction with Dundas street. This dispute caused a great deal of ill-feeling between the contractors men and the keepers of the gate, and constant quarrels

ensued, and sometimes blows were interchanged. Eventually the plot of ground over which Rebecca street runs was purchased and a lane cut through which afforded access from Dundas to Queen street, avoiding the hated gate. Owing to these quarrels the lane got locally known as Rebecca street, after the Rebeccaites, who in South Wales in 1843 systematically destroyed toll-gates and bars. The reason they took the name of Rebeccaites was in allusion to the reference contained in Genesis, 24, 60. On the western side of Dundas street, as far as where Ossington avenue now begins, were small market gardens, two good-sized dwelling houses, built by a man named Thornhill, which are still standing, and one of them occupied by Mr. J. A. Donald-

Captain Alexander Shaw. It, though a log house, was a very comfortable one and was built about 1794 by Captain, afterwards Major-General Æneas Shaw, grandfather of Alexander. This house was known as Oak Hill and there the Duke of Kent was entertained by General Shaw on the second visit of the Duke to Canada in 1799. General Shaw was in his day a famous soldier. He served under General Simcoe, who was the first Governor of Upper Canada, as a captain in the Queen's Rangers, a colonial corps, afterwards incorporated into the regular army. In the winter of 1791-92 Capt. Shaw accomplished a remarkable feat, in marching with his detachment of Queen's Rangers all the way from New Brunswick to Montreal

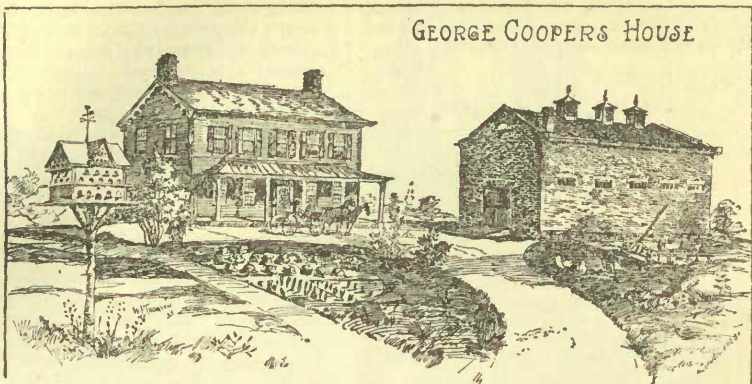


son, lately Government Emigration Agent; there were also one or two frame cottages. On the opposite or eastern side of the street, after the fields were passed, was Colonel Givins' residence and farms—in all about one hundred acres. Colonel Givins was Indian Commissioner, and had served through the war of 1812-13-14-15. He built his house about 1797-8, and resided in it until his death. After he died his daughters continued to live there until their decease. The building was then (1890) pulled down and a new one erected. To the east of Colonel Givins' property was that occupied at the period of which we are speaking (1852) by

on snow shoes. Such a performance is unparalleled in military annals. General Shaw died in 1815 from fatigue and exposure during the war. He was interred in the graveyard surrounding the first church of St. James in Toronto. He left a large family of five sons and an equal number of daughters. The whole of the former were officers in the army. His eldest son, Captain Alexander Shaw, became the owner of Oak Hill, and resided there until his death on January 12th, 1834. He, too, like his father, was a gallant soldier, and had served in many different parts of the globe. He served in 1805 during the expedition to Naples, was present in 1806 at Calabria,

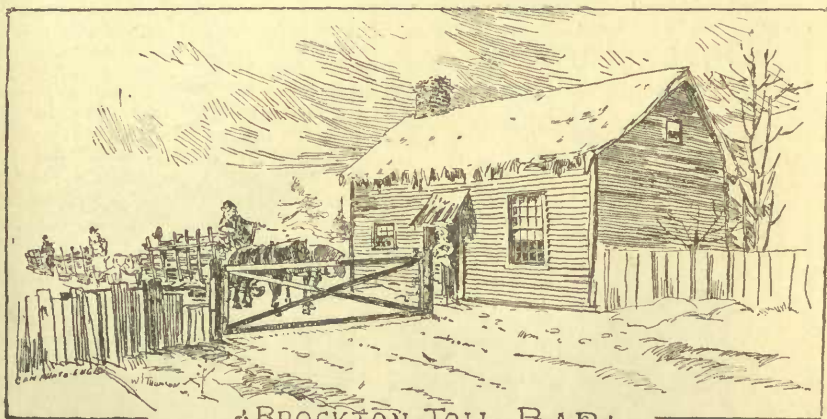


GEORGE COOPERS HOUSE



again at the battle of Maida, and in Egypt in 1807. He was again on active service in Holland in 1809, and was also at Waterloo. He was interred side by side with his parents in old St. James'. His son, Captain George Shaw, then came to Oak Hill, but shortly afterwards removed to Kingston, and the old homestead was rented to a brother, Captain Alexander Shaw. Captain George Shaw's only son, George Alexander, for some time commanded the 10th Royals, Canadian militia. Oak Hill, with all

of the street stood, in 1852, a pretty rough-cast cottage with verandah. Facing Dundas street, in front, was a lawn, and in front of that again down to the street was a small orchard and kitchen garden. This was then occupied by Lieutenant-Colonel Richard Lippincott Denison, who died on March 10th, 1878. Where Ossington avenue now runs was a lane leading through the woods and fields to the house "Dovercourt," then in course of erection for, and from 1853 occupied by, Colonel R. L.



BROCKTON TOLL BAR

its interesting associations, was pulled down several years ago. Captain Alexander Shaw, grandson of the famous soldier, served for several years in the incorporated militia after the rebellion of 1837. He died in Japan in 1886 while on a visit to his son and daughter, who then resided there. At the spot where Ossington avenue now begins, on the north-west corner

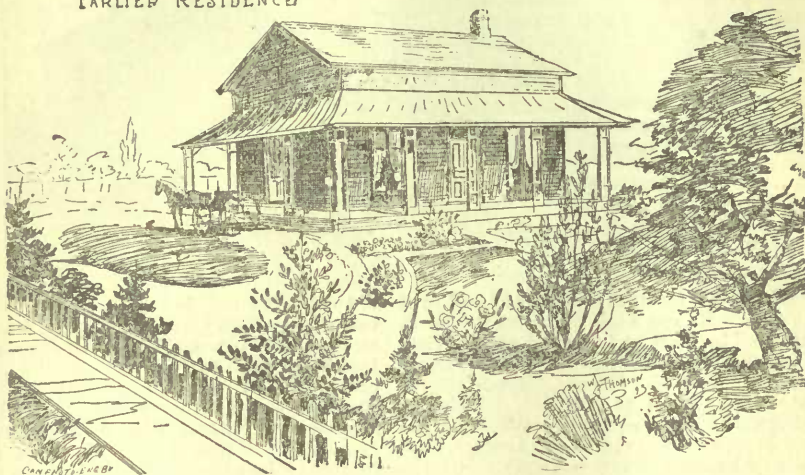
Denison, until he died in 1878. On the left of the path, near Dovercourt, stood a fair-sized frame cottage built by Colonel Denison's father and used in 1846 as a distillery, R. L. Denison carrying on the business. The trade was discontinued about 1848 and the house was let to various tenants until 1854, when it was rented with the large field, of six acres in front of Dovercourt by an English-



man named Burgess, who was the first man to carry on the business of a market gardener on an extensive scale in Toronto.

ceeding along Dundas street, on its north-western side, was the field belonging to R. L. Denison, afterwards let to Burgess, the

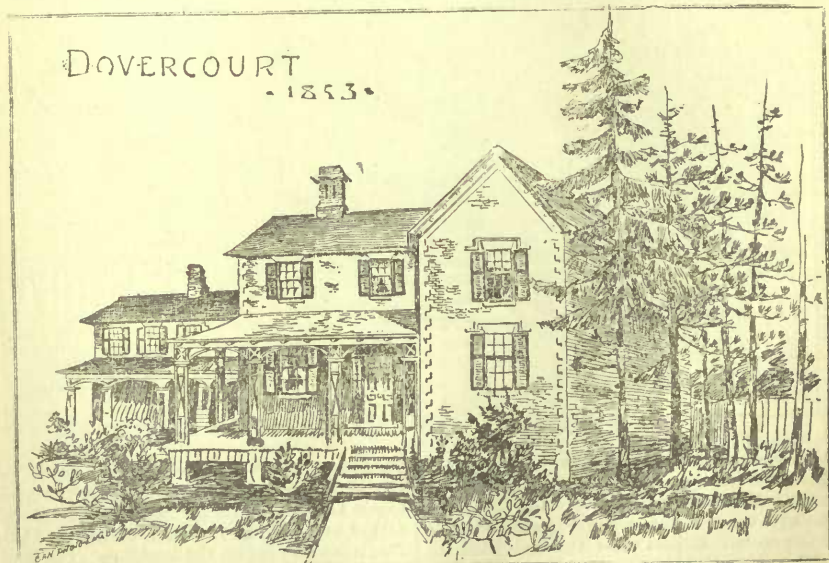
R. L. DENISON'S  
EARLIER RESIDENCE



When R. L. Denison left the cottage before mentioned to take up his residence at Dovercourt his former abode was occupied by

English market gardener, 'then Payne's blacksmith shop, still remaining, with closely adjoining it the City rope walk, then

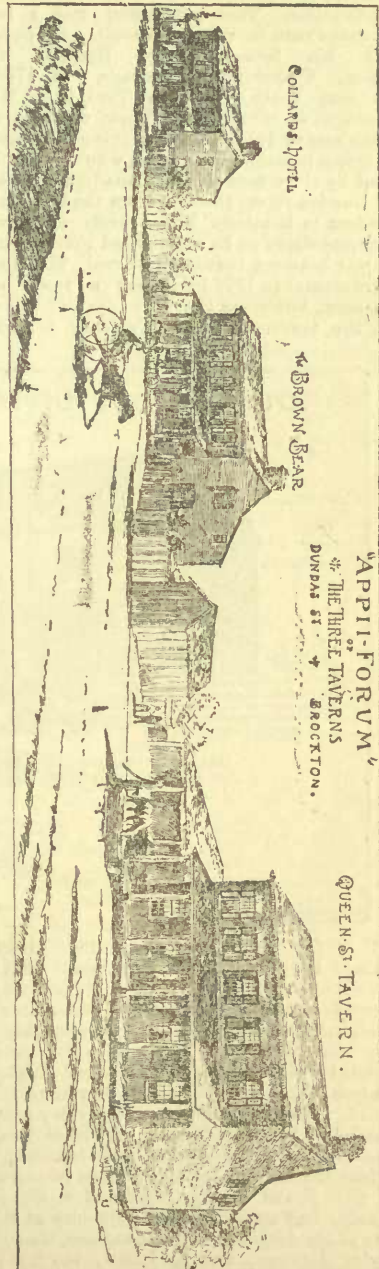
DOVERCOURT  
- 1853 -



Dr. Thomas Savage, a medical man of considerable attainments. He lived there until 1857, when he removed to Clairville. Pro-

the carriage drive to Dovercourt, known now as the road of the same name, and extending to Davenport,

a vacant lot or two, then two cottages built in 1844 by G. T. Denison, jr., and pulled down about thirty years later to build upon their site the house occupied by Professor Goldwin Smith. Past these cottages on the same side of the road, and we came to the handsome roughcast house, which is yet there though somewhat enlarged and now entirely surrounded by large trees, built in 1839 by the late Colonel George Taylor Denison, father of our present (1893) Police Magistrate. He resided there until his death on May 30th, 1873, and his widow still occupies the house. Colonel Denison married a daughter of Major Dewson, of the 35th Regiment, who settled near Toronto, and was an exceedingly popular man. After passing "Rusholme," as G. T. Denison's residence was called, was bush land, divested certainly of most of the heavy timber, but still covered with a dense undergrowth of oak, pine and trees of other varieties. Then came the concession known now as Dufferin street, running north and south from the lake to Davenport road, forming at that time the western boundary of the city. We must now return to the south side of Dundas street, at the corner opposite the site of Ossington avenue. There were no houses here until about two hundred yards west of Dovercourt road; then was reached Marshall's wheelwright shop, and a small dwelling house adjoining it. Dovercourt road then only known by that name from Dundas street to the Lake Shore road, and in 1852 containing only three houses. One of these was occupied by Mr. Angus D. Macdonell, and the third and largest was built about 1850 and resided in by Judge Samuel Bealey Harrison until his death. It was known as Foxley Grove, and it is from it that the present Foxley street derives its name. After Marshall's houses was passed there were no houses at all until Dufferin street was reached. Then there was a large driving shed belonging to Collard's tavern. Then came a second licensed house kept by Joseph Church (the building still remains), known as the Brown Bear, and then followed a noted hostelry, the Queen Street Hotel, of which the proprietor was one Robert James, known far and wide as "Bob" James. He was famous for his horses and for his love of sport of all kinds, and few men of his class were more respected by both his customers and the general public. At this period (1852) the whole of the north-eastern side of Dundas street, from Ossington to Brock avenue, was known as Denison Terrace, the name given to it many years previously by the first owner of the land, G. T. Denison, of Bellevue, Toronto, father of Richard L.





Denison, of Dovercourt, and G. T. Denison, of Russholme. This gentleman was a remarkable man in many respects. He came with his father, John Denison, of Hedon, Yorkshire, to Canada in 1792, and four years later to Toronto. He served as an officer in the York volunteers, in the war of 1812 and was a prisoner of war for many months. It was he who in 1812, aided by sixty men of the Canadian militia, cut Dundas street through from the Garrison common to Lambton Mills, thus enabling communication to be maintained throughout the war between those two places. He was instrumental in 1822 in raising a troop of dragoons, known as the York cavalry, now as the Governor General's Body Guard,

not in Upper Canada. He re-organized the troops of cavalry militia for Toronto and Yorkville, he organized in 1855 the Toronto Field Battery of Artillery, and also in 1860 the Queen's Own Rifles, and would, but for his premature death, have been made a Companion of the Order of St. Michael and St. George.

The locality where Collard's, Church's and James' taverns stood was popularly known as Appii Forum or the Three Taverns, and there on fine days, both in summer and winter, were wont to assemble racing men, eager to arrange contests to test the capabilities of their various trotting horses. Past the Three Taverns were no houses on either side of Dundas street for



and for six months in 1838, during the Rebellion was on active service. Besides taking such an interest in military matters, he was a noted agriculturist, and for many years an alderman for St. Patrick's Ward. His sons, Richard Lippincott and George Taylor Denison both took an active part in public affairs. The first served in the cavalry commanded by his father during 1837-38, and was connected with the militia until his death; besides this he was for many years treasurer to the Board of Agriculture for Upper Canada, and an alderman of the city at the time of his decease. The second son, George Taylor Denison, was practically the father of the volunteer movement in Toronto, if

about one hundred yards, until the toll gate was reached, which was kept for many years by James Kerr. The gate house was on the north-east side of Dundas street and rails extended across the road on the opposite side to the fence, so when the gate was closed it was impossible for conveyances to get through at all until it was opened, and pedestrians were compelled either to wait its opening or climb over. Close to the gate, on the south-western side of the street, was a small general store, kept by a Mrs Larkin, who was also post-mistress. There was no letter-box at this time (1853), and every one called for their correspondence. Such a thing as delivering a letter never crossed the mind of any



one. There was but one collection a day and sometimes in very bad weather not that. This post-office was first known as Denison Terrace office, then as Lippincott and finally as Brockton. There were two or three other houses close to the post-office, and then the road now known as Brock avenue was reached, and there the houses finally stopped on that side of the road. Coming west through the toll-gate on the northern side of Dundas street were no houses until Brock avenue was passed, then standing back a little way from the road were four log shanties built for the use of the lumbermen and known as Stoney Batter Village. This name was given to them by Colonel O'Hara, who lived in a large red brick house on the Lake Shore road, about half-a-mile southwest of that part of Dundas street. The name pleased the fancy of the residents in these cottages, and so long as they remained standing they bore no other. They finally disappeared about thirty years ago. From this point, crossing by what was known as the White Bridge, the line of the then Northern Railway, Dundas street ran through the bush, without house or residence of any kind on either side of the road until it reached what was then a concession, but which is now Bloor street. Here spanning Dundas street on the northern side of the concession was a frame building known always as the "Blind" toll-gate. How it got that name no one ever knew, and yet it was never spoken of in any other way. The reason of its erection was because many of the people who were riding and driving to Toronto avoided the toll-gate at Brockton by going down Bloor st. until they reached Dufferin st., then proceeding along that until Dundas st. was reached, thus leaving the gate behind them.

The "Blind" toll-gate was demolished about twenty years since. On the right hand side of Dundas street, still going to the northwest, about a quarter of a mile from the road, stood the farm house with its extensive barns, stabling and pigeon houses occupied by Mr. George Cooper, and there were no other houses on that side until the blacksmith's shop opposite the Peacock tavern was reached. On the left hand still proceeding from Bloor street was a small wooden building used by the Wesleyan body as a place of worship, then a row of small frame cottages, bush land and fields intervened until Harrison's cottage was reached—it is still there—then the next building on the same side was the old Peacock tavern, and having arrived there we bring our description of Dundas street, forty years ago, to a close.

### Curling.

One of the well-known makers of curling stones in the "thirties" was Mr. Peter McArthur, who resided on New, afterwards Nelson, now Jarvis street, in the frame building directly opposite Hospital (now Richmond) street, on the north-west corner of those two streets. His commencing business is thus announced in the *British Colonist* in 18 9:—

"To Carriers—'Geluque Flumina Consteriat Acuo'—Horace.—Curling stones may be had on application to the subscriber, who has taken pains to collect a number of blocks of the most excellent grain. Several members of the Toronto Curling Club have already been supplied, and specimens may be seen on the Bay on Playing Days, or on application to Mr. Macdonald, at the City Wharf, or to the subscriber at his residence, No. 16 New Street. The price of the stones is eight dollars per pair and upwards, according to the handles and finish. PETER MCARTHUR.

"Toronto, January 17th, 1839."

The Horatian quotation is from the Odes 1, 9, 3, and being translated means "And the rivers are fast set with nipping frost."

### Fort Mackina.

In the Archives Department at Ottawa, in a letter from Mathews to Nepean, we have a description of the old fort on Lake Huron. The MS. reads:—

The next and last post in this communication is Michilimackinac, at the further end of Lake Huron, situated upon an island about nine miles from the main. The works here never were finished, and its insular situation is its chief defence. This is the chief resort of the fur traders fitting out for the Northwest trade, and the centre of a very considerable one in that vast country to the Mississippi—for this post, no good one, I am inclined to think, can be substituted nearer than the Falls of St. Mary, very many leagues from thence, that might answer for the Northwest trade, as the furs are brought from thence down the Grand or Ottawa river directly to Montreal, leaving the lakes to the westward. But the loss of Mackina will entirely sever from us the western trade above mentioned, which is carried on by the lakes, the greatest part of which, there can be little doubt, will pass by the Oswego river into the United States, and the Northwest trade, or a part of it, must ultimately be drawn that way also from the same cause.

## CHAPTER CCXXIV.

## TORONTO RACE COURSES.

Where Horses Ran in Days of Yore—  
Patrons of the Royal Sport.

Many things have changed in and about Toronto during the last sixty years, few perhaps more so than the race courses. The contrast between the "Woodbine" course of to-day and the first Toronto track is almost as great as the difference between the electric car, which leaves the former place say at 6:30 a.m. and arrives at St. James' Church half an hour later, and the old Scarboro' stage of twenty years ago, which generally took nearly an hour to accomplish the same distance and at certain seasons of the year often broke down on its journey.

Of the earlier course and of those which succeeded it, and of the men who were connected with them from time to time it is proposed to give a brief account. The first course in Toronto was, strange to say, on the Island at that part of it known as "The Bend." It is thus pleasantly described in a letter from one of our city's oldest inhabitants. "After crossing the second bridge, the one on the 'Big Don,' as it was called, there was a plateau of smooth springy turf for half or three-quarters of a mile, extending southerly to the northernmost of the two ridges of sand forming the beautiful valley leading thence to the lighthouse at Gibraltar Point. The favorite resort for equestrians (and there were many of them, both ladies and gentlemen, in those good old days) was the Island, so long as the bridges lasted. The valley was mostly covered with grass, but it was rather heavy riding; the moment however the plateau was reached at either end there was a race to the other end, and many a pretty race of the kind there was. There was no 'regular' race course in the neighborhood of York at that time. Grooms would try their master's horses at the bend but I never knew of a 'professional' race on the Island. The only public race I recollect in York in the early time was on Front street from 'Small's Corner' to the Market Place. It was announced by placards posted throughout the town, the town constable kept the course, and all York turned out to witness it."

Our correspondent adds in a postscript:—"It may, perhaps, seem somewhat absurd to call it a 'beautiful valley' but the sand hills forming it were covered with large trees from six inches to two feet or more in diameter, (there was scarcely any undergrowth) and of

all heights from six feet to thirty, and as the ridges rose and fell glimpses of the sparkling waters of the lake and bay met the eye on either side."

When Sir John Colborne was Lieutenant Governor, he, in company with Lieutenant Colonel Rowan, his military secretary, a famous horseman and rider to hounds, was in the habit during the summer time of riding there almost daily. It was also occasionally the scene of "scratch" trotting matches between horses owned by people in or near the city. After the rebellion of 1837-8 this Island course was less and less used for pleasure, and not at all for racing purposes, even in the very mild form just described.

Of Sir John Colborne, the Lieutenant-Governor, and of his services in the Peninsular war, we have all heard; how at Cuidad Rodrigo he was severely wounded, it was at first thought mortally, yet he lived and was present afterwards at Waterloo. Colonel Rowan was an equally gallant soldier and had served with distinction in many different parts of the globe—in Sicily in 1806-7, Sweden in 1808 and in the Peninsula war under Sir John Moore. Yet later in 1809 he was on the Walcheren expedition, and later still, in 1811, he was present at the action fought in Sabugal in Portugal. During the Peninsular war he was at the battles of Vittoria, Nivelle, Nive, Orthes and Toulouse, and finally at Waterloo. Some of his relatives of the same name reside in Toronto now, engaged in the practice of their professions as doctors, lawyers and as business men.

In 1835, or the year following, a course was laid out on the Garrison Common, between the Old and New Forts. Races were held here for three or four years successively under the patronage of the officers stationed both here and at Niagara. There was a famous horse known as Antelope, a three-year-old, who carried all before him on one occasion on this course. He was ridden by "Bob" James, the jockey, afterwards the proprietor of the Queen street tavern on Dundas street, a man, who despite his profession as a horse dealer and general "sport," was respected by every one who knew him for his straightforward ways. Quite recently he has been described by a veteran in the sporting world, "as one of the whitest men you ever saw." This course did not long remain open. Next following it came Scarlett's, or the Simcoe chase course on Dundas street, near the Humber. It was situated on the plains lying north of Dundas street, between the Weston road, on the east, and the woods on the



western bank of the River Humber. The stands and necessary offices were near Dundas street, rather nearer the western than the eastern boundry of the course. Mr. Scarlett resided at Runnymede, on Dundas street, about a mile nearer Toronto, and though he never owned a race horse, and probably never made a bet, was up to his eightieth year one of the hardest riders in the country, and an enthusiastic lover of horses. This course was completed in 1837, and the first races were held on the 6th, 7th and 8th of the following September. The amount of prizes was very small, and the meeting itself only a very qualified success. The *British Colonist* of April 12th, 1838, contains the following advertisement:—

“City of Toronto and York County Spring Race meetings, over Mr. Scarlett's course, 23rd and 24th May, 1838. Stewards, John Powell, Mayor of the City; Col. Kingsmill, Col. Carthew, Col. Dawson, Major Denison, Major McGrath, Will. Goring, John Maitland, Sec'y.”

Among the gentlemen who are named here as stewards, are several who were well-known in Toronto more than fifty years since. Mr. Powell, the Mayor, was a descendant of Chief Justice Powell. Colonel Kingsmill was a popular militia officer. Colonels Carthew and Dawson were stationed here with their regiments. Major Denison was George Taylor Denison, of Bellevue, as clever a rider in his younger days as ever mounted a horse and to the last day of his life a splendid whip. The other gentlemen whose names are given were lovers of horses and keen sportsmen.

In the following year, 1839, the *Colonist*, on May 1st, announces that the “City of Toronto and York County Race Meeting will be held on Scarlett's Race Course on June 19th and 20th.” The following was the programme:—

#### CITY OF TORONTO AND YORK COUNTY RACE MEETING,

##### OVER SIMCOE CHASE COURSE.

ON Wednesday, the 19th, and Thursday, the 20th days of June, 1839: To start each day at one o'clock precisely.

#### PRESES:

COL. MACKENZIE FRASER, Qr. M'r. Gen.

#### STEWARDS:

The Hon. Sir Allan Napier Macnab.

Colonel Cox, P. S.	Col. Sparke, 93rd Hg'rs,
Col. Bullock, A. G. M.	Major Magrath.
Captain Markham, 32d	Captain Arthur. A. D. C.
The Sheriff H. District	The Mayor of the City.
Lieut. Meade, 43rd L.I.	Lieut. M. Pipon. K. D. G.
Charles C. Small, Esq.	Peter Buchanan, Esq.
John Barwick, Esq.	C. Wallace Heath, Esq.
	George Monro, Esquire.

#### FIRST DAY.

##### THE CITY PLATE OF FIFTY SOVEREIGNS.

Free for all Horses—2 year olds, a feather; 3 year olds to carry 6 st. 9 lbs.; four, 7 st. 9 lbs.; five, 8 st. 4 lbs.; six, 8 st. 10 lbs.; and aged, 9 st. —Heats, two miles and a distance. Entrance £5.

##### THE INNKEEPERS' PLATE OF FIFTY POUNDS.

For Horses that never won Plate, Match or Sweepstakes, of the value of £50, at any one time before the day of entry—3 year olds to carry 10 st. 7 lbs.; four, 11 st. 4 lbs.; five, 11 st. 10 lbs.; six and aged, 12 st. —Heats, once round and distance—Gentlemen Riders. Members of a Racing or Fox-hunting Club. Entrance, £4.

##### A JOCKEY SADDLE.

For Horses that never started for Plate, Match or Sweepstakes, before the day of entry.—Heats, once round. Post entry.

#### SECOND DAY.

##### THE COUNTY PLATE OF FIFTY POUNDS.

Free for all Horses—2 year olds, a feather; 3 year olds to carry 7 st. 3 lbs.; four, 8 st. 4 lbs.; five, 8 st. 13 lbs.; six, 9 st. 4 lbs.; and aged, 9 st. 7 lbs.—Heats, once round and a distance. Winner of either of the first day's Races to carry 10 lbs. extra. Entrance, £4.

##### THE LADIES' PLATE OF FORTY POUNDS.

For horses bred in the Province, that never won Plate, Match or Sweepstakes, before the day of entry—Heats, once round and a distance. Weights and Riders, as per Innkeepers' Plate. Entrance £3.

##### THE TALLY-HO HURDLE SWEEPSTAKES.

Of £5 each, p. p.—Free for all Horses—Heats, once round and a distance. Weights and Riders as for Innkeepers' Plate. To enter for this race, on the evening of the first day's races.

##### A JOCKEY SADDLE.

For ponies of 13 hands high, and under—Heats, once round. Post entry.

Mares and Geldings allowed 3 lbs. Entrances for the Plates to be made and paid at the Ontario House, between the hours of 2 and 4 o'clock, afternoon, on Monday before the Races; and the second Horses in each of the Races for these Plates to have their entrances. *Winners to pay 5 per cent towards expenses.* Riders must turn out in full Jockey style.

JOHN MAITLAND,  
Secretary.

Toronto, May 23.

The races came off at the time appointed and were fairly well attended.

Grievous scandals arose over the race meeting accounts for the years 1837, '38, '39; charges of culpable carelessness, if not of actual dishonorable conduct were freely made by certain of the stewards against other officials. These charges were at last submitted to a committee, who duly sat and afterwards reported, though only by a majority, not unanimously, that the official accused, who was an officer of the incorporated militia, “had duly accounted for all moneys received and expended by him.”

The spring meeting of 1840 on Scarlett's course was the most memorable ever held there. The following is a list of the gentlemen under whose auspices the proceedings took place:



President—Col. Airey, 34th Regiment; stewards—the Mayor, Major Magrath, Sir Allan MacNab, Capt. Markham, 32nd; Col. Spark, 93rd; Capt. Campbell, A.D.C., 7th Hussars; Col. Bullock, D.A.G.; Capt. Arthur, A.D.C.; Capt. Schouswar, K.D.G.; Hon. J. H. Dunn, C. C. Small, Esq., Wm. Cayley, Esq., with Mr. W. H. Boulton as treasurer and John Maitland as secretary. The entries were fairly numerous for such a very young undertaking, and considering the additional fact that at that date there were so few wealthy people in the province who could indulge in the luxury of horse-breeding for racing purposes. The City Plate of £110 sterling, equal to £150 currency, was the blue ribbon of the meeting. This was the first time such a large stake had been offered in the Upper Province.

In the list of stewards given above are the names of many men who had already done their country good service and who in after years added to their laurels. Colonel Airey, of the 34th, was a gallant soldier and afterwards greatly distinguished himself. Captain Markham, of the 32nd regiment, had served in Canada during the troubles of 1837, and was severely wounded in the action of St. Denis, in Lower Canada. Afterwards he accompanied his regiment to India, where in the Punjab campaign of 1848-9 he commanded the 2nd Infantry Brigade, being wounded in the attack upon Mooltan, in September, 1848. In the following year he was present with his brigade at the famous battle of Goojerat. For his eminent services he was nominated C. B. and created a General officer a few years later.

Colonel Spark, of the 93rd, had served with his regiment throughout the war of 1812 and was severely wounded in the attack on New Orleans, January 8th, 1815. He retired from the service in the early "Fifties." The Mayor, Mr. Powell, filled that office for the third year in succession, but being an ardent sportsman thought quite as much of attaining racing distinction as civic honors. He was as well pleased to be a steward for the third year, as to be three times Mayor. Major Magrath we have previously mentioned. Sir Allan MacNab was the hero of the steamer *Carolina* exploit at Niagara during the rebellion. He was so well known that no further mention of him is requisite. Mr. Dunn was the Receiver-General. He was a prominent public man and was father of Alexander Roberts Dunn, V. C., afterwards 11th Hussars and still later Lieutenant Colonel of the 100th Regiment. Captain Arthur was A. D. C. to Sir George Arthur, the Lieutenant-Governor. He "was that and nothing more." Colonel Bullock

was the ever-popular Adjutant General of Militia, while Captain Schouswar was a smart cavalry soldier and thorough sportsman. Of Messrs. C. C. Small, William Cayley and W. H. Boulton we need not speak; their names in Toronto are as familiar as household words, and their memories are yet green. Here is the programme for the two days, as far as it has been possible to procure it:

#### FIRST DAY.

CITY PLATE OF £110 STERLING.

Open to all comers.

GARRISON PLATE.

For Horses that had never previously won a prize of £50.

#### SECOND DAY.

ST. LEGER STAKES OF £30 STERLING.

Open to Horses of any age.

GOVERNOR-GENERAL'S PLATE OF £75.

Open to Horses that had been at least two months in Canada previous to the race.

The races came off with great eclat in lovely weather, with the following results:—For the City Plate there were nine entries and the race was won by Captain Markham's horse Prince Albert, a two year old.

There were the same number of entries for the Garrison Plate as for the preceding race. It was won by Shepherdess, a mare belonging to Mr. Abbott, of the Garrison, but an objection was raised and the decision deferred pending investigations.

For the St. Leger and Governor-General's Stakes there were five entries for each, and they were carried off by Mr. Stinson's Lady Jane and Mr. Richard's Little York.

On the evening of the second day the stewards and many of those who had attended the meeting dined together at the Ontario House. Colonel Airey was in the chair, and Mr. W. H. Boulton in the vice chair.

In the following November a celebrated steeplechase took place. Here is the announcement made a few days previously to the event taking place:

#### Steeple Chase.

BY Horses bona fide the property of Officers belonging to the Garrison of Toronto, and to be ridden by Officers of the Garrison, over a Course of One Mile and a Half, to be selected by the Stewards, and not to be shown until the morning of the Race.

To come off

On Friday, 13th November, 1840.

Entrance, Five Dollars—P. P. Catch Weights—No leap to be ridden over before the Race.

The second Horse to save his Stake.

All details relative to the Race and Ground to be decided by the Stewards, who may postpone the day if the weather prove unfavorable.

All expences of the Course, Bills, and advertisements, to be paid by the Winner.

#### STEWARDS.

Lieut. Colonel WINGFIELD, 32d Regt.

Lieut. Colonel MACKENZIE FRASER,

Asst. Qr. Mr. Gen'l.

Lieutenant DEWINTON, Royal Artillery.

**Secretary and Treasurer,**  
**Lieutenant TALBOT, 34th Regiment.**  
**ENTRANCES.**

C. B. Roche, Esq., 34th Regt., Br. Mare *Polly*—5 years old—Mr. Norman, 34th.  
 Captain Byron, 34th, Ch. Gl. *Rocket*—aged—Owner.  
 Captain Arthur, A. D. C., Bay G. *Reindeer*—aged—Owner.  
 Colonel Mackenzie Fraser, Bay G. *The General*—aged—Dr. Ryan.  
 Lieutenant Colville, 85th Lt. Inf'y, A. D. C., Ch. G. *Live by Wits*—6 years—Owner.  
 Lieut. Lang, 34th, Ch. G. *Niagara*—5 years—Owner.  
 Lieut. Talbot, 34th, Bay Mare *Maiden*—6 years—Owner.  
 Lieut. Hutton, 34th, Bay G. *The Cobbler*—6 years—Owner.  
 Lieut. Talbot, 34th, Bl. G. *Bobtail*—aged—  
 Lieut. Col. Wingfield, 32nd, Grey G. *Whitby*—5 years—Owner.  
 Captain Markham, 32nd, Br. Mare *Sleepy Mary*—aged—Owner.  
 Lieut. Col. Airey, 34th, Bl. Mare *Placid*—5 years—Owner.  
 Lieut. Campbell, 32nd, Bay G. *Little John*, alias *Racketeer*—5 years—Owner.  
 Mr. Robyns, 32nd, G. M. *Chop*—5 years—Owner.  
 Major McGrath, Br. M. *Nora Creina*—Owner.  
 Captain James McGrath, B. H. *Lapidarian*—Owner.  
 Lieut. Heath, R. G. *Roanoke*—Owner.  
 Toronto, 5th Nov., 1840.

This being a private meeting, the result appears never to have been published.

The next race course after Scarlett's was the one known as Boulton's. It occupied the ground bounded on the north by Bloor street, on the south, east and west by Baldwin and McCaul streets and Spadina avenue respectively. A portion of the stands were remaining as recently as 1888, at the rear of the Grange, and possibly may be there now (1893).

This course belonged to the Boultons, and the meetings were projected by Mr. W. H. Boulton, popularly known among his friends as "Bill Boulton," and of whom many amusing stories are told. It was opened about 1841 or 1842, and was in use for some years.

When Boulton's course ceased to be used for horse racing another one was opened to the right of the Kingston road, east of the Don. This was always known as Jack Maitland's course. It lay to the south of the present baseball grounds on what is now Queen st. east, having the present Broadway ave. as its eastern boundary, the Marsh as the southern and a heavy fence, on the farm of one Clark, who was also a butcher, on the west.

Among well-known men who attended here was Ten Broeck, a wealthy American, Dr. Carrell, of Rochester, also Harper, a Virginian, who was as open-handed as he was passionate, and that is saying a great deal. Besides these there was Caswell, who, strange to say, was totally blind, yet so fine was his sense of hearing that he could tell the various horses when at exercise by their

step and thus judge, or calculate rather, their chances of success. Another well-known figure at the meetings held on this ground was Parish of Ogdensburg. James Mitchell, of Toronto, was his trainer. The latter kept a tavern on King street west on the site of the present Canada Life Building.

Succeeding Maitland's came what was known as Gates' course, situated on the Don and Danforth road, some distance north of the Woodbine, used only occasionally. Trotting matches were sometimes held there, and now (1893) it is used to a slight extent as a training ground.

In 1857 the Carlton race course was laid out by the late Mr. W. C. Keele and his son Mr. William Keele. It was about two hundred yards to the south of Dundas street, to the west of what was then the concession line, but is now Keele street, Toronto Junction. It was oval in shape and was rather more than a mile round. There were extensive stands, weighing rooms, and necessary offices. Among the visitors here might be seen Lieut.-Col. R. L. Denison, generally driving a celebrated trotter known as Milkmaid, "Bob" James from Brockton, Henderson from the same locality, Irvine, from Weston, and always the officers of the Royal Canadian Rifles stationed at the barracks. Occasionally Captain Clark, of the 100th Regiment, with his quiet determined face, and his measured walk, put in an appearance, and so long as the depot was in Toronto there were always some of the rank and file under his command also present.

Sir Casimir Gzowski (then Mr. Gzowski) was for some time president, Colonel G. T. Denison was starter and Mr. John Boulton clerk of the course. The Queen's Plate of fifty guineas was always the great event of the meeting. In 1860 this was won by a horse owned by Mr. White. There were nine entries. The horse was called Don Juan.

At the 1860 meeting, the Toronto purse of \$200 only attracted two entries. The county purse of \$75 had but one entry, but so as to make a race, Mr. Beard entered his horse Tom Sayers on the course and won the race.

There was another event known as the Scurry Stakes, this in the same year was won by a lad of eight years old, by the name of Irvine, whose father was a frequent attendant at the course. The name of his mount is not given.

Racing in Toronto until the present Woodbine track was opened was at a pretty low ebb: however, the Carlton races dragged out an existence for some years. They were finally discontinued about 1876. The ground is now covered by houses. Of subsequent racing fixtures it is not necessary to speak.



## CHAPTER CCXXV.

## MECHANICS' INSTITUTES.

**The Growth and Fluctuation of Sentiment in Favour of Free Reading Rooms for the People from 1831 to 1883.**

The first Mechanics' Institute in this city was established in 1831, three years before York received its charter of incorporation and had its name of Toronto restored to it. The Institute may probably trace its origin to Joseph Bates, then just arrived in York from London, England, where he had been connected with one of these societies, and he, thinking a similar institution might be established with advantage in York, consulted with Mr. James Lesslie, late of Eglinton, who entered heartily into the project. The inaugural meeting was held in January, 1831. Many of the principal inhabitants of the town were present, Mr. Lesslie presiding. The first quarterly meeting was held in Mr. Thompson's school rooms, when the report read by Mr. Bates showed a list of fifty-six members. Among prominent workers in the cause were Drs. W. W. Baldwin, Duncombe, J. F. Caldwell, Dunlop and Rolph; Messrs. James Cockshutt, T. Carfrae, James Cull, Denham, C. C. Small, James Worts, James G. Worts, Capt. Fitzgibbon, and many others. It is not certain where the Institute had its first habitation. Probably in its very early days meetings were convened at any good-sized room that could be procured, easily accessible to the members. Some meetings were, we know, held in rooms in a wooden building in Colborne street, then called Market street, known as the "Masonic Lodge." A library, or rather the nucleus of a library, was begun, lectures were delivered, evening classes established for the benefit of the members and a museum commenced.

In 1835 the Institute received a grant from Government of £200, equivalent to \$800. This was expended upon scientific apparatus. The celebrated Dr. Birkbeck, founder of the Birkbeck Institution of London, England, was commissioned to purchase this apparatus. It was not only very expensive, but was never wholly complete or at any time of much benefit to the Institute. Little progress was made by the Institute in 1837 owing to the excitement caused by political events and the outbreak of the rebellion. But when affairs in Toronto had resumed their normal condition in 1838 the managers of the Institute obtained from the City Council a suite of rooms for the accommodation of the Institute in the south-east corner of the market building where St. Lawrence Market now stands. They is-

sue a notice on March 15th which reads thus:—

**MECHANICS' INSTITUTE.**—A meeting of the members of the Mechanics' Institute will be held at the lecture room, market buildings, on Friday, the 23rd inst., at three o'clock p. m., to elect a committee for the present year. By order of the committee, J. F. WESTLAND, Secretary.

Sir Francis Bond Head, then Lieutenant-Governor of the Province, was patron, and occasionally with his suite attended the weekly lectures.

Mr. William Ross was librarian and curator.

In 1841 the committee presented their report, and as it gives a fair idea of the society's progress it is given in extenso:—

**Annual Report of the Committee of the TORONTO Mechanics' Institute.**

*Read at the Society's Rooms, Feb. 3rd, 1841.*

The Committee on delivering up their trust to their successors, respectfully report—

That during the year 22 new members have joined, but owing to removals, and some members declining to continue their subscriptions, the real increase is only seven—the whole number of members being about 94.

The Financial Accounts are—Cash received, including balance in the Treasurer's hands at the commencement of the year, £46 2s. 9d.; of which has been expended £23 13s. 9d., leaving a balance in the Treasurer's hands of £22 4s. 0d., a detailed account of which is on the table, for the examination of the members.

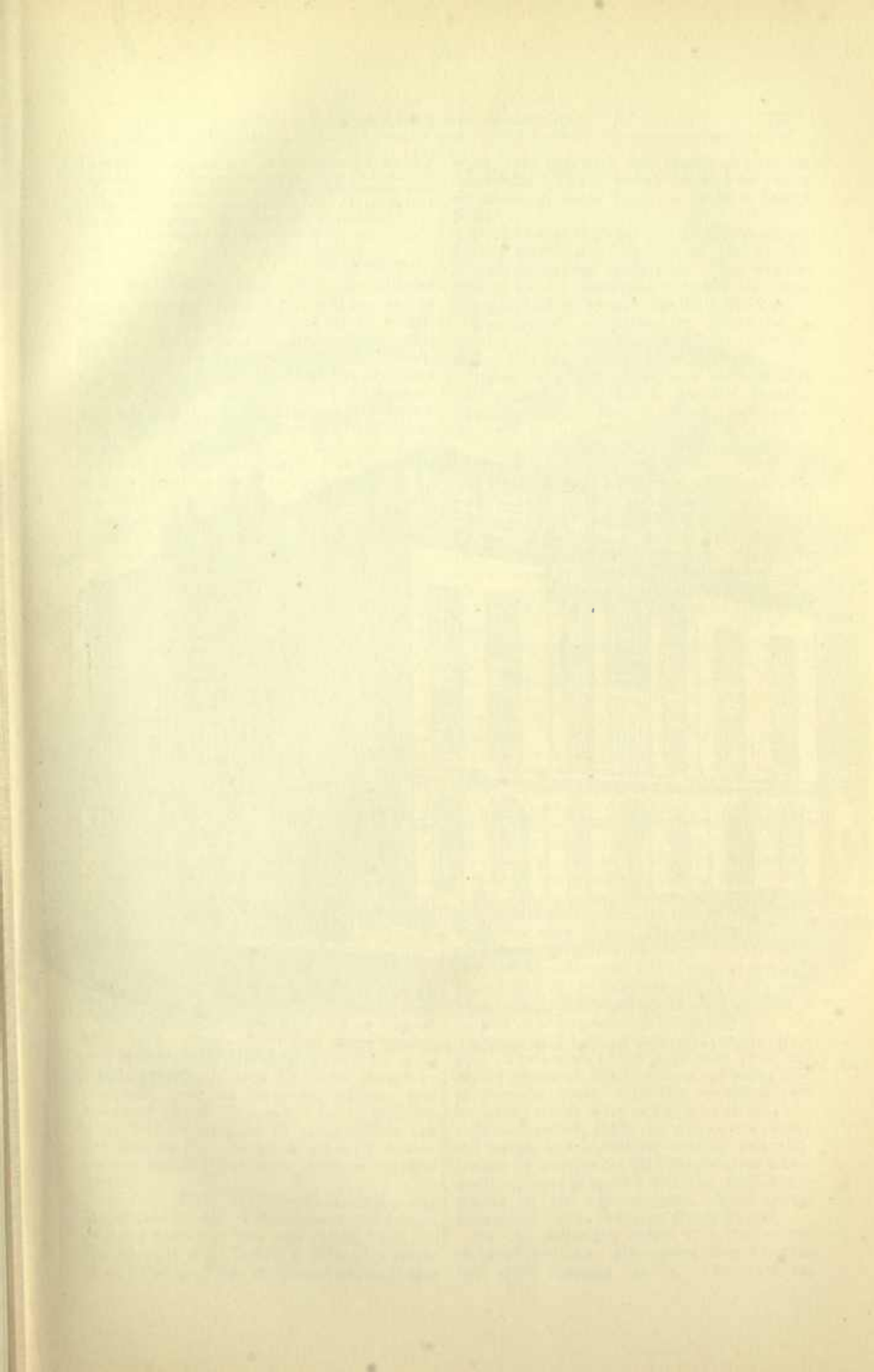
During the season the Lectures have been continued weekly with one or two exceptions. They have consisted of courses by the Rev. Mr. Lilley on the mind; by the Rev. Mr. Leach, President, on education; by Dr. Lang, on chemistry; and one by the Rev. Mr. Roaf, on geology; for the untiring zeal of these gentlemen, under the depressing circumstances which the Institute has had to struggle with, the Committee tender their grateful acknowledgments. They have also to return their thanks to Dr. Boys, Vice-President, for a donation of an English translation of Linnaeus' System of Nature in 7 volumes. An address of congratulation to the Gov.-General on his arrival in the city from the Institute, which was numerous, signed by the members, was presented by the Committee, which was graciously received. His Excellency in his reply was pleased to express his approbation of the principles on which the Institute is founded, and to promise whatever assistance was in his power to forward its objects.

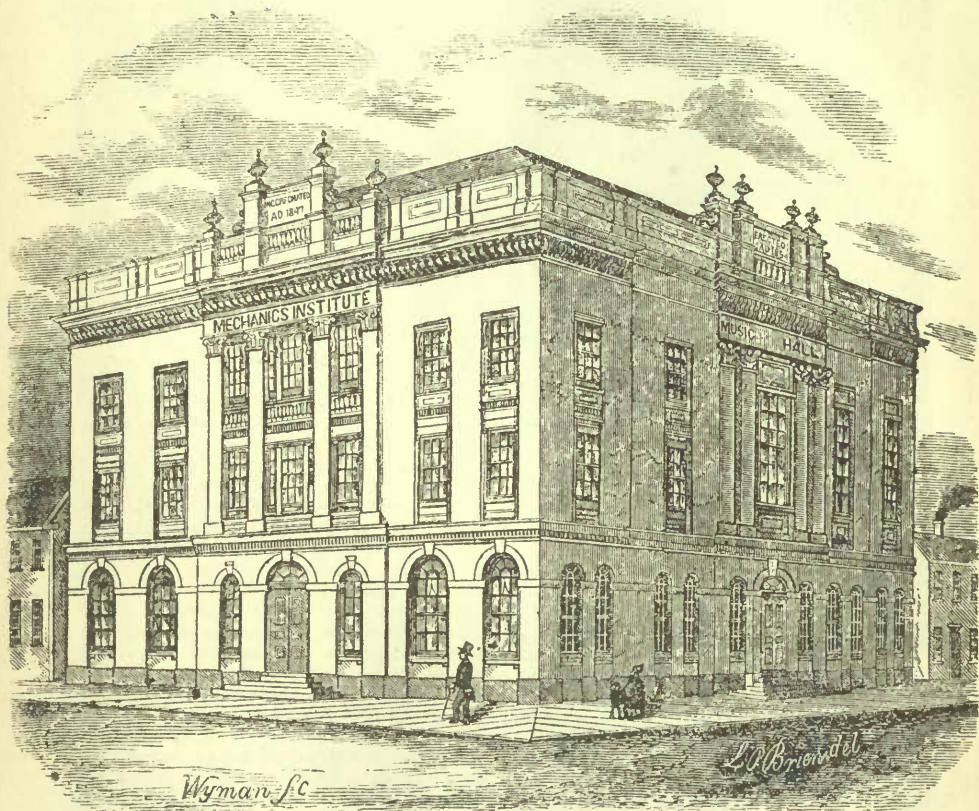
There has been added to the library the reports of the London and Edinburgh Reviews and Magazines, which it is expected will be continued. The property of the Institute has been insured from fire in the British North American Insurance Office for the sum of £200.

A large part of the balance in the treasurer's hands will be required to place the library in an efficient state for circulation. It is to be regretted that many members neglect to return the books within the time limited for reading. Their attention to this is respectfully requested.

An attempt was made to establish a class, to meet five nights in the week, intended to combine the advantages of a reading room and an academy, which unfortunately failed from the







MECHANICS' INSTITUTE ON CHURCH STREET—ERECTED 1853—NOW THE PUBLIC LIBRARY.  
 op. 757. See pp. 756-760.

unexpected opposition of the persons chiefly intended to be benefitted by it. The Committee owe their best thanks to those gentlemen who so liberally gave their names as contributors for that purpose. Respectfully submitted,

By order of the committee,

JOHN BOYS,  
Vice President.

In the following year, 1842, Sir Charles Bagot, Governor General of Canada, was in Toronto in the latter end of April, principally for the purpose of laying the foundation stone of the Toronto University. Taking advantage of the occasion, the members of the Institute presented his Excellency with an address of welcome, wherein they refer gratefully to a projected geological survey of the Province, and they also refer "with still greater satisfaction," to quote the words of their address, to the opening up of new channels of commerce under his Excellency's auspices. They conclude by assuring the Queen's representative of their "unfeigned loyalty to our Sovereign."

In 1844 in consideration of the sum of £16 currency, equivalent to \$64, the Institute gave up possession of the market building rooms and removed to others situated over the store No. 12 Wellington Buildings, King street, having also, through the kindness of Sheriff W. B. Jarvis, the use of the Court Room for its lecture purposes.

During the same year the City Council were constructing a two-storey fire hall on the site of the present one and the Police Court in Court street.

On the memorial of the Institute the Council consented to extend its ground plan so as to give the Fire Department all the accommodation required on the ground floor on condition that the Institute should build the second storey for its library, reading, lecture and board room, and pay to the contractors the difference in cost of the building so extended, and as it was originally contracted for.

This difference amounted to £465 5s 6d currency (\$1,861 10) and was raised by voluntary contributions.

The foundation stone was laid on August 27th, 1845. These new rooms were opened on February 12th following, when the annual meeting was held, with Mr. John Ewart in the chair, and the inaugural address was delivered by the Honorable R. B. Sullivan when he took occasion to congratulate the Institute on its possession of such a convenient building for their various requirements.

On July 28th, 1847, the Institute was incorporated by Act of Parliament, receiving a grant of money at the same time from the Government. In 1848 the first of a series of exhibitions of fine arts, mechanism, ladies

work, etc., was held and remained open for ten weeks. The financial result was fairly satisfactory, there being a profit of nearly \$200.

In the following year the Institute issued for the first time a diploma to its exhibitors at the annual exhibition. This was designed by Mr. Sandford Fleming, and was lithographed by Messrs. Scobie & Balfour.

The second exhibition in 1849 was a greater success than its predecessor, as it resulted in a net gain of more than \$225.

Three very active workers were in this year removed by death, namely Messrs. Charles Sewell, Henry Parry and John Anker.

The annual Exhibition was again held in 1850, when one of the principal exhibits was a model of a locomotive, which ran on a raised track round the room, the steam to propel it being generated by a small spirit lamp. This attracted a great deal of attention. It was made by Mr. A. Parkes, a wood-turner, who resided on Adelaide street. The profit from the Exhibition this year was \$210, a slight decrease from that of its predecessor.

The report presented to the members in 1851 drew their attention to the fact that the accommodation provided was insufficient for the needs of the Institute, and that steps must be taken to procure larger premises. It also referred "with great regret to the expressed intention of Mr. William Edwards to resign the office of secretary." That gentleman had filled the position for eight years, and the committee concluded their report by saying that he had so discharged his duties that they "are at fault for sufficient power of language adequately to express their indebtedness to him."

Subsequently the members presented Mr. Edwards with a complimentary address and a purse of sovereigns. He was also created a life member of the Institute.

The Exhibition of 1851 was, as regards the quality of the exhibits, one of the best ever held, but financially it was all but a failure, as the balance, after payment of expenses, only amounted to a little more than \$48. The events of the following year call for no comment, the Institute not being able to provide itself with the requisite new buildings which were so badly required.

In September, 1853, the site on the corner of Church and Adelaide streets was purchased by auction for \$6,529; plans for a new building were prepared and the public appealed to for subscriptions. This appeal brought in before the year closed \$4,800.

On the following April 17th, the corner stone of the new Mechanics' Institute was laid with Masonic honors. The brethren,



attired in regalia and accompanied by the officers of the Institute, headed by the band of the Royal Canadian Rifles, marched in procession from St. Lawrence Hall along King to Church street, thence to the corner of Adelaide street, where the proceedings commenced by Mr. Thomas Gibbs Ri out, D.G.M., of Canada, addressing the meeting. He, after some few preliminary remarks, dwelt upon the reason for their all being engaged as they then were, and concluded by saying: "To-day we are here assembled in the presence of you all to build a hall for the public use of the mechanics of this city, which we pray God may prosper if it seem good to Him, and that it may become a building for good men and good deeds, and promote harmony and brotherly love, till the world itself shall end. So mote it be."

Mr. Thomas J. Robertson, the president, presented Mr. Ridout with a silver trowel, suitably inscribed, which Mr. Ridout briefly acknowledged, and then proceeded to lay the stone. This having been done, prayer was offered. Then addresses were delivered by the president, the Rev. Dr. McCaul, and also by Mr. Patrick Ireland, the senior vice-president. A small cannon had been placed on the opposite side of the street close to St. James' school house, from which a salute of three rounds was fired and the proceedings then came to an end by the whole company giving three cheers for the Queen.

Two able officials of the Institute passed away in 1854—Messrs. W. Atkinson and F. Thomas.

In 1855 the Provincial Government leased the unfinished building for four years for official purposes, at the same time paying the Institute \$5,283 to enable them to pay off the outstanding liabilities upon the structure.

When the lease expired the Government paid the Institute a further sum of \$16,000 to enable it to complete the building in accordance with the original designs.

The alterations required were at once commenced and in 1861 were completed and the rooms ready for occupation. The total cost was \$48,380 78.

It is necessary now to recall some few earlier facts. In the winter of 1857 and 1858 a course of lectures was delivered in St. Lawrence Hall, of which the following is the programme:—

1857—THURSDAY.

Nov. 26—"The Infancy of Anglo-Saxondom—Origin of the Language.".....DANIEL WILSON, LL.D.

FRIDAY.

Dec. 4—"Do. "Origin of the Literature.".....DANIEL WILSON, LL.D.

" 11—"Heat and Light in their Chemical relations.".....H. H. CROFT, D.C.L.

" 19—"The Chemical History of Iron and Copper.".....H. H. CROFT, D.C.L.

1858.

Jan. 8—.....H. Y. HIND, M.A.  
" 15—"Optics.".....REV. E. K. KENDALL, B.A.  
" 22—"Do.".....REV. E. K. KENDALL, B.A.  
" 29—"English Language and Literature (with illustrative readings)".....T. J. ROBERTSON, Esq.  
Feb. 5—"Do.".....T. J. ROBERTSON, Esq.  
" 12—"On Sound.".....J. B. CHERRIMAN, M.A.  
" 19—"Astronomy. (Fixed Stars and Nebulae)".....COL. BARON DE ROTTENBURG, C.B.  
" 26—"Concluding Lecture.".....H. Y. HIND, M.A.

The Lectures will commence each evening at 8 o'clock.

TICKETS for the course, 7s 6d; Ladies, 3s 9d; Members of the Institute, 3s 9d. Admission to single lecture, 1s 3d; Ladies, and Members of Institute, 7d.

The Institute lost by death in 1857 one of its best friends and workers, Mr. John Ewart, whom we have previously mentioned.

The course of lectures for 1858 and 1859 began in November, in the hall of the Institute, none of the lecturers of the preceding year though re-appearing. This is the programme:—

1859.

FRIDAY.  
Nov. 26—"The Advertisements of the Ancient Romans.".....REV. DR. MCCAUL.  
Dec. 3—"Air and its Relations.".....WALTER A. WATTS, M. A.  
" 10—"The Poetry of Insanity.".....DR. A. O. KELLOGG, Port Hope.  
" 17—"Water, Hydrogen, etc.".....WALTER A. WATTS, M. A.

1859.

FRIDAY.  
Jan. 7—"Coal Gas and Carbonic Acid and their Relations.".....WALTER A. WATTS, M. A.  
" 14—"The Avenues of Western Trade.".....KIVAS TULLY, Esq.  
" 21—"Sulphur and Phosphorus.".....WALTER A. WATTS, M. A.  
" 28—"Chemistry of Common Life.".....DR. THORBURN.  
Feb. 4—"Sea Salt and its Derivatives.".....WALTER A. WATTS, M. A.  
" 11—"The Anatomy and Comparative Anatomy of the Eye.".....BEVERLEY R. MORRIS, M. D.  
" 18—"Glass and Porcelain.".....WALTER A. WATTS, M. A.  
" 25—"The Luminous Appearances of the Sea.".....BEVERLEY R. MORRIS, M. D.  
March 4—"The Concluding Lecture.".....MR. J. E. PELL.

THE LECTURES WILL COMMENCE EACH EVENING AT EIGHT O'CLOCK, Mostly all of which will be illustrated by experiments and diagrams.

Tickets for the Course:—Non-members, \$1; Ladies and Members of the Institute, 50 cents. Single Admission, 12 cents.  
ROBERT EDWARDS, Secretary.  
TORONTO, November, 1858.

At the annual meeting held in 1859 the committee record "with deep regret the loss by death of its late, and for many years in defatigable, secretary, Mr. Robert Edwards."

In memory of this most estimable man the members of the Institute subscribed for a memorial portrait of him, which until 1883 hung in the reading-room of the Institute. In that year, by a unanimous vote of the then directors, the Institute being about to be closed, it was presented to Mr. William Edwards, brother of the late, and himself as we have already seen, a former, secretary. That gentleman not long afterwards offered the portrait to the City Public Library, whose custodians gratefully accepted it, and where it now hangs.

In 1862 a series intended to be annual, of literary and musical entertainments, was instituted and proved most successful.

In the same year the evening classes which had been instituted on the inauguration of the Institute were made much more efficient, and were carried on with great success until 1880, when they were discontinued in consequence of the School Board having established similar classes in three of their schools.

In 1868 it was proposed by the committee to hold an exhibition of fine arts, and in August the following circular was issued :—

THE  
TORONTO MECHANICS' INSTITUTE.

THE EIGHTH ANNUAL EXHIBITION.

comprising the

FINE AND DECORATIVE ARTS,  
DESIGNING, ETC. AND LADIES' WORK.

will open in the Music Hall of the Institute,

ON FRIDAY, OCTOBER 2ND, 1863,

and continue open for at least ten days.

THE DIRECTORS respectfully solicit from the Artists and Ladies of Toronto and vicinity, and the public generally, contributions on loan of articles in

(1.) Fine Arts and Decorations, ancient and modern, embracing Architecture, Paintings in Oil and Water Colors, Drawings, Sculpture and Modelling, Dye-sinking and Engraving, Photography, and Decorations and Designs of every kind.

(2.) Specimens of all kinds of Ladies' Work.

The objects of the Exhibition are :—1st. To afford Artists, Ladies, and possessors of interesting and rare specimens of Art an opportunity of exhibiting their various articles or productions. 2nd. To realize funds towards reducing the liabilities of the Institute. 3rd. To afford interesting and instructive amusement to the public.

The greatest care will be given to the safe keeping and return of all specimens entrusted to the Committee of Management.

The Exhibition, commencing on Friday, the 2nd of October, will be open to visitors from 10 o'clock, a. m., to 10 o'clock, p. m., each day of its continuance. The charge for admission will be ten cents.

Intending contributors are respectfully requested to communicate with the undersigned, or with any member of the Exhibition Committee, viz : W. Edwards, chairman, Daniel Spry, W. P. Marston, J. J. Withrow, T. McCrosson, and T. Davison, or with any member of the Board.

RICHARD LEWIS,

Secretary.

*Toronto 4th August, 1863.*

At this Exhibition over 700 pictures were exhibited. Among them were many works of the old masters, lent for the occasion, the rest being the works either of Canadian artists or their pupils. This exhibition resulted in a loss of more than \$100.

From this year until 1883 when the Institute was merged into the Public Library, established under the Free Libraries' Act of 1882, there is little of moment to record.

Recreation rooms which contained billiard tables, chess and kindred games were opened in the building, besides a reading room specially set apart for ladies.

These all proved successful and tended to popularize the Institute. But "the old order changeth and giveth place to the new." On March 29th, 1883, at a special general meeting of the members of the Institute it was by an all but unanimous vote resolved to make over all the property of the Institute with its assets and liabilities to the City Corporation for library purposes. This resolution was duly carried into effect on June 30th following. It only remains to mention some of the more prominent workers for the Institute in its half century of existence. They were :—W. Edwards for 30 consecutive years, W. Atkinson 17, J. E. Pell 15, Hiram Piper, R. Edwards and Thomas Davison for 13, and many others whose services extended from eight to twelve years.

The following is a list of the Presidents, excepting for the years 1833-5-8-9 and 1840, the records of which have been lost. John Ewart (1831, 1844), Dr. Baldwin (1832-4-7), Dr. Rolph (1836), R. S. Jameson (1841), Rev. W. T. Leach (1842), W. B. Jarvis (1843), T. G. Ridout (1845-6-8), R. B. Sullivan (1847), Professor Croft (1849, 1850), F. W. Cumberland (1851-2, 1865-6), T. J. Robertson (1853), Patrick Freeland (1854-9) Hon. G. W. Allan (1855-1868-9), E. F. Whittmore (1856), J. E. Pell (1857), John Harrington (1858), J. D. Ridout (1860), Rice Lewis (1861-2), W. Edwards (1863), F. W. Coate (1864), J. J. Withrow (1867), James McLennan (part of 1870), John Turner (part of 1870), M. Sweetnam (1871-2-3-4), Thos. Davison (1875-6-8), Lewis Samuel (1877), Donald C. Ridout (1879), W. S. Lee (1880-1), James Mason (1882-3).



The recording secretaries have been in the following order and number of years' service: Jos. Bates (1831), T. Parson (1832-3-4-5-6), C. Sewell (1837-8 and 1841), J. F. Westland (1840 and 1842), W. Edwards (1843-4-5-6-7-8-9, 1850, 1859, 1860), R. Edwards (1851-2-3-4-5-6-7-8), G. Longman (1861-2-3-4-5-6), John Moss (1867), Richard Lewis (1868), Samuel Brodie (1869, 1870-1), John Davy (1872-3-4-5-6-7-8-9, 1880-1-2-3).

The corresponding secretaries have been A. T. McCord (1836), C. Sewell (1842-3-4-5), J. F. Westland (1841), W. Steward (1846), Alex. Christie (1847-8-9, 1850-3), Patrick Freeland (1851-2), M. Sweetnam (1854-5), J. J. Woodhouse, (1856), John Elliot (1857), J. H. Mason (1858-9, 1860). From this date the office was not continued.

The treasurers have been James Lesslie 1831-4-5-6, H. M. Mosley (1832), T. Carfrae (1833), W. Atkinson (1840-1-2-3-4-5-6), John Harrington (1847-8-9, 1850-1-2-3-4-5-6), John Paterson (1857-8-9, 1860-1-2), John Cowan (1863), W. Edwards (1864-5-6-7-8-9, 1870), John Hallam (1871), Thomas Maclear (1872, 3-4-5), W. B. Hartill (1876), R. H. Ramsay, (1877, 1881-2-3), G. B. Morris (1878-9), John Taylor (1880.)

## CHAPTER CCXXVI.

### AN EARLY VOLUNTEER CORPS

**And its Immediate Successor—Conditions of Service and Other Data—The Night Guard and its Duties.**

In 1837 and the following year during the rebellion there was much military enthusiasm in the Province. Young, middle-aged, and even old men buckled on their armor, figuratively speaking, determined to stand by their country and maintain the honor of her flag.

In the *British Colonist* of January, 1838, two months after the incident at Montgomery's tavern on Yonge street, we find this notice:—

"The Army.—On Tuesday the Queen's Rangers, our effective colonial corps, returned from Niagara to Toronto, having been relieved by the Queen's Light Infantry, another of the gallant and loyal regiments, so promptly formed on the spur of patriotic excitement, at their country's call.

"A detachment of volunteers have arrived from Perth composed entirely of young, active Scotchmen. They number 104, rank and file, and are accompanied in their march by a purser. The officers are Capt. A. Fraser, Capt. J. Young, Lieuts. Muirhead and Montgomery, and Ensigns A. Fraser and C. Fraser. They are now attached to the

Provincial Militia, or Queen's Rangers, commanded by Col. Kingsmill."

But in a somewhat later edition of the *Colonist* the editor announced that he had said too much when he described these volunteers as being all Scotchmen, for on February 8th, in reference to the corps, he curtly remarks:—"It is denied that they were all Scotch, but English, Irish and Scotch, and one of the officers an Irishman."

Shortly after the return of the Queen's Regiment, described elsewhere as the Queen's Rangers, but who must on no account be confounded with the Queen's Rangers of the revolutionary period, who afterwards became the 104th Regiment of the line, and were finally disbanded in this province in the early "twenties," there was formed in Toronto what was known as the "Night Guard," under the command of Clarke Gamble, Esq. This gentleman is still residing in the city, and almost as active as when he led a company of militia in the attack upon Montgomery's tavern.

The duties of the Night Guard were to patrol the streets of Toronto from 9 p.m. until 5 a.m. The Guard was "told off" into three squads or patrols. The first of these patrolled the streets west of Yonge from 9 until 12 under Mr. Gamble; the second went on from 12 until 3 under the Hon. William Cayley, and the third again in charge of Mr. Gamble from 3 until 5. The streets east of Yonge were similarly patrolled by others of the Guard. Mr. Gamble continued this duty for about a month, when he was relieved by Captain Murray, who formed another Guard. The men who performed these duties were all paid for their work by the Government of the day. Captain Murray, whom we have just mentioned, was one of a well-known firm, Messrs. Murray & Newbigging. The latter gentleman died during the rebellion, and of his funeral and burial the *British Colonist* of 15th February, 1838, says:—

"His remains were interred in the Episcopal burying ground, and being an Alderman of the city, and the Captain of a company in the City Guard, the Mayor, Aldermen and Common Council of the city, the officers of the City Guard, the officers of the Queen's Rangers, a large and respectable concourse of the inhabitants of the city, and the soldiers of the company he commanded, accompanied his remains to the grave."

Gradually matters assumed their normal condition in Canada, and the militia were sent to their homes and the Night Guard dismissed, but a permanent military force was deemed by the Imperial Govern-



ment a necessity, for we find in the *Globe* of October 10th, 1840, the following short paragraph:—

"It is said that a provincial regiment is to be raised in Canada, to be called the 'Royal Canadian Regiment,' to be commanded by the Governor as Colonel, and to be composed of men who have spent fifteen years in the regular service. The men are to be enlisted for twenty years, and to be allowed to work as artificers and laborers when not otherwise employed."

On March 22nd following there is a much longer notice copied from the *Montreal Herald*, giving full details of the scheme. It runs thus:—

"Some months ago we mentioned that it was in contemplation by the Government to raise a veteran battalion in Canada, to be called 'The Royal Canadian Regiment,' composed of soldiers of the line who have served fifteen years. This regiment is to be stationed on the frontier, and from the enlistment being voluntary as well as on highly favorable terms, there will be little chance of any desertions taking place, while the corps may be depended upon as an efficient body.

"The pay is to be the same as that of the Foot Guards, and the men are to be allowed to go to agricultural labor and handicraft, when not engaged on military duties. A general order to this effect was issued by His Excellency Sir Richard Jackson, Commander of the Forces, on the 4th instant. We hope the veteran adjutants who served in the volunteer battalions will not be forgotten by His Excellency in bestowing commissions in 'The Royal Canadian Regiment.'"

The 12th Article of the condition of service, as promulgated in the general order, is important to those soldiers who, after fifteen years' service, have already procured their free discharge and received the gratuity. It is as follows:—

"12.—Any man who has accepted free discharge with a gratuity after fifteen years' service may, if deemed eligible from character and found fit for the service, be permitted to enter, and be allowed to reckon his former service, upon the condition that he shall not receive any additional pay for length of service, or good conduct pay, until the amount of gratuity paid to him on his discharge shall have been saved. Officers commanding stations will, on the 31st inst., forward, in duplicate, to the Deputy Adjutant General, a return of candidates of this description according to the prescribed form (the character to be extracted from the parchment certificates), accompanied by a declaration of their fitness for service, signed

by a military medical officer. This return will also show whether each candidate is married or unmarried, and the number of children."

This was the Royal Canadian Rifle Regiment which, its day of usefulness having passed away, was finally disbanded about twenty-two years since. Among its officers in its thirty years of existence were several well-known men. One of these was Colonel Muter, who had served in the Peninsula and was wounded at Talavera; also during the war of 1812, when he was present at the attack upon New Orleans.

Lieutenant and Adjutant McDonell was also a well-known man. He had been an active officer of the Canadian Militia during the rebellion. Captain John Clarke was another of its officers, having exchanged into it from the 100th Regiment. Hillier Givins, a grandson of Colonel Givins, the Indian Commissioner, also held a lieutenant's commission therein. It possessed a splendid band. One of its masters, Mr. Harkness, was killed in the calamitous Desjardins Canal accident. It is almost needless to add that as a regiment this corps never saw a shot fired in anger, yet its members had served in all quarters of the globe, and at one time more than four-fifths of them wore medals for war services.

Like all colonial corps, it was never very popular among young men entering the army as officers either in England or Canada, few Canadians seeking to obtain commissions in it, yet when it was disbanded there were many who regretted it.

#### **The Officers of the Old Queen's Rangers Who Settled in Toronto and their Descendants.**

Of the officers of the Queen's Rangers, who eventually, on the disbanding of the regiment, settled at York (now Toronto), having descendants here, were Colonels Smith and Shaw, afterwards Major-General Shaw, and one of the members of the first Executive Council. Captain Givins, whose daughters only passed away in 1890 in Toronto, and whose granddaughter still resides here; Alexander McDonell, the father of the four well-known brothers of that name; Dr. Macaulay, father of the late Chief Justice Gamble, father of Mr. Clarke Gamble, and grandfather of J. W. Gamble Whitney, of Toronto and Meaford; lastly, Christopher Robinson, father of the late revered Chief Justice and grandfather of the present (1893) Baronet Sir Lukin Robinson.

## CHAPTER CCXXVII. THE ISLAND IN THE FORTIES.

### The "Horse Boat," Its Owner and His History — Sports and Pastimes of Long Ago.

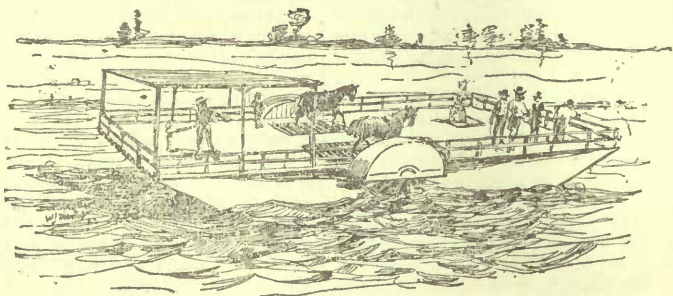
The past half century has brought with it many changes, as all such periods of time must do, and, perhaps, nowhere are these more manifest or a greater metamorphosis exhibited than in that part of St. George's ward in the City of Toronto, known as the "Island."

Where palatial residences, as well as those of less pretentious aspect, but probably with equal interior comfort, now stand, only forty years ago was a waste of sand and shingle, unrelieved as now by houses with gay gardens and joyous residents.

The site of The Lakeside Home for Little Children and Haulan's Hotel was entirely unoccupied, save by scattered trees and here and there a fisherman's rude hut.

impossible from the nature of the soil to build a brick foundation. The lower storey was of brick; the second and upper one were of wood. To the east of it was another small dwelling, occupied by the keeper of the lighthouse, James Durning, while about one hundred yards to the west was a third house, known afterwards as Parkinson's Hotel. These, the huts we have before mentioned, and the lighthouse, were, until 1853, the only dwellings upon the Island. Between where now is Island Park, and the Eastern gap, were a great many trees, chiefly pines and Balm of Gilead. Exactly opposite the present Alert House is one of each of these trees, and this spot was a favorite rendezvous for picnic parties. To the east are several other scattered pines, much the same now as then, and from them one of the adjacent villas takes the very appropriate name of "The Pines."

In 1843 Louis Privat (always, though



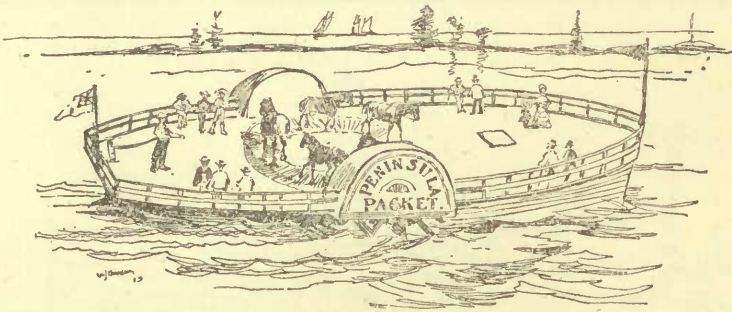
THE FIRST FERRY HORSE BOAT.

There were in 1843 three houses only on the Island. With the exception of the few very primitive dwellings, these were mere cabins, used by the fisher folks. Strictly speaking, the "Island" was not an island at all but a peninsula. It was not until 1857 or 1858 that the inroads of the waters of the Lake during a great storm caused what is now known as the Eastern gap, and converted the peninsula into an actual island. The first steamer that passed through this gap was the Bowmanville, on April 19th, 1859. Of the houses on the Island, the principal was a large partly brick three-storey dwelling erected by Lord Sydenham, in 1839 as a summer residence, for himself, in consequence of Toronto at the time suffering from a visitation of that dread pest, cholera. This house, 50 x 40 feet, and of which an illustration is given, was built upon a layer of four-inch planks sunk about two feet in the sand, it being

erroneously pronounced Prevs), took up his residence in the house built by Lord Sydenham, and opened it as an hotel. He was joined there in 1844 by his brother, Louis Joseph Privat, with his family. These brothers, as may be inferred from their name, were of French extraction, though they came to Canada from the United States, where they had resided since their departure from Germany and arrival there in 1837. They were descendants of one Louis Privat, who at the time of the revocation of the edict of Nantes lived in the province of Languedoc, in France, and to escape the consequences of that infamous "revocation" fled to Friedrichsdorf, in Germany, some few miles from Frankfort-on-the-Main, one of the four Hans towns. It will probably strike readers as somewhat singular that both brothers should bear the same Christian name of Louis. As a matter of fact Louis Joseph was the only one who was at his

christening given the first of these two names. The real baptismal name of the other brother was Peter. He in his earlier days was employed by a French nobleman, an adherent of the Bourbon dynasty, Count Duchatel, as a valet. Among the Count's numerous retinue of servants was another man also in close attendance upon his master, who was likewise called Peter. To avoid confusion, it was decided that Privat should be known as Louis, and so he was, becoming accustomed to the name. On leaving his master's service he did not discard it, but continued its use so long as he lived. He, with his family, left Toronto in 1853, removing to the village of Durham, County Grey, where he kept another hotel until his death, which occurred on April 28th, 1860, in his 61st year.

on a circular table set flush with the deck in its centre. This table as it revolved worked upon rollers, which, being connected with the shaft, set the paddles in motion. The horses were stationary; the table on which they trod was furnished with ridges of wood radiating like spokes from the centre, which the horses caught with their feet, thus setting the table in motion. For some time the boat was worked with only two horses, but after about two years an alteration was effected in the arrangements, and in the vessel as well. Instead of two horses, five were introduced, and they walked round and round the deck, exactly as horses do when employed in working a threshing machine, and the vessel was set in motion precisely as such a machine is. Two pictures are given of the old



THE SECOND FERRY HORSE BOAT.

Louis Joseph Privat, though in his 76th year, is yet hale and vigorous.

But it was one thing to open an hotel; it was another to make it pay. So the two brothers decided that the one should "run" the hotel, while the other should devote his energies, and these were by no means inconsiderable, to obtaining visitors and customers to the same.

In furtherance of this object they purchased a vessel which had been running on the Niagara below the Falls to ply for passengers between Toronto and the Island. This, under command of L. J. Privat, they called the Peninsula Packet, but it is very doubtful if one person in a hundred who visited the Island by her means ever knew what her real name was, for from the mode by which she was propelled she was invariably known as "the horse boat," and by none other. She was by no means a very large vessel, being only sixty feet in length by twenty three feet wide, and had what are now known as side wheels. These paddles were set in motion by two horses who trod

"horse boat," still remembered with affection by many residents of Toronto in the "forties" and very early "fifties." The old vessel was, in 1850, taken off her route.

L. J. Privat then built a steamer, called the Victoria, with a steam engine of 25 horse power, built by Mr. James Good, of Toronto, and ran it as a ferry from Mr. Robert Maitland's wharf, foot of Church street, every hour from 10 o'clock a.m. until 7 p.m. every day during the summer, returning at the half hour to the hotel on the Island, until the end of the year 1853, when he sold the Victoria to George Tate, Esq., then superintendent of the Grand Trunk Railway, and ran it for them until the fall of 1855, after which he moved with his family to the then "bush" of the township of Bentinck, County Grey, where he lives now (1893).

Mr. Knott, the soap manufacturer, owned one of the early soap factories of Toronto, which was situated on the Island, near and east of the site of Privat's house. He also had a soap factory near the Hon. William Allan's wharf at the foot of Sherbourne or



Frederick street, and converted some of the storehouses belonging to Mr. Allan into the factory.

Mr. Halloway, the first keeper of the lighthouse, had the first house on the Island. It was close to the lighthouse, about 30x20, and was built of frame. It stood north-west of the present lighthouse. He had two or three daughters and a nephew who lived with him. Mrs. Halloway had a narrow escape from drowning, being rescued by Capt. McGill Strachan, and ever afterwards when she would meet him she made him thoroughly embarrassed by throwing her arms about him, and once, 'tis said, she kissed him. The lighthouse was built in 1800 by John Thomson, a Toronto builder. This was the man who, when the United States declared war, carried the news to the

hotel, and was dismantled after the war of 1815. Mr. Bloor, of Bloor's brewery, and George Cooper, who lived on the Davenport Hill, took part, by instruction of the Government, in dismantling the old house. There were two large guns, which they hauled around the Island from what is now Hanlan's Point, along the road by The Lakeside Home, and then over to the main land, via the Big and Little Don. These were then shipped finally on schooners belonging to the Mackintosh brothers, of whom there were five, John, Charles, James, Robert and Daniel. The guns were sent to Prescott and then transhipped on what was known as Durham boats to Quebec.

Cornelius Van Nostrand, an old Torontonian, when he saw the guns being re-



THE THIRD (STEAM) FERRY.

west and to the Manitoulin Island. General Brock, who had charge of the militia, wanted someone to undertake this mission for him, but none of his men or officers would volunteer to do it. Thomson, who was present, said, "Well, General, I will go." Brock took him at his word, provided for him an Indian guide, and it was in that way that the inhabitants of the far west first heard of the war. Halloway was the keeper of the lighthouse, and he is credited with a great fondness for his beer, and is said to have occasionally "found" a keg at the brewery.

The Block House stood at Hanlan's Point, a few hundred feet north-east of the present

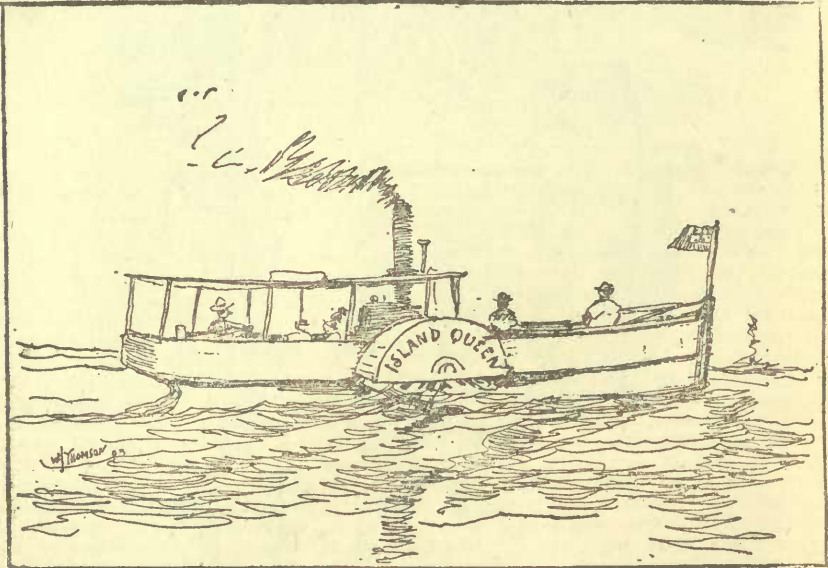
moved, thought they would have been much better left where they were.

The Island afforded its visitors many other attractions besides the journey there, which, by the way, generally occupied thirty and sometimes forty minutes. Opposite the hotel was a merry-go-round and two large swings, the one to the east, the other to the west of the merry-go-round. The first was eighty feet high, the second but thirty, and all three were largely patronized by the younger portion of the Island's visitors. For the elders there was a bowling alley, known as 'Ten Pin Alley,' while to ensure instruction as well as amusement there was a small

zoological collection consisting of a bear, wolf, a white deer, several raccoons and two or three eagles. There was also a good deal of amusement of a somewhat miscellaneous nature. Every Queen's Birthday many of the sportsmen of Toronto journeyed to the Island for blackheart shooting. These were birds of passage of the plover tribe, who invariably were making their annual migration at this period of the year.

Another, though somewhat cruel, pastime consisted of trap pigeon shooting, wild pigeons being netted by bird catchers and sold to Privat for that purpose.

of shooting this animal with a rifle ostensibly loaded only with an ordinary tallow candle. To see this performance a small sum was charged and those who witnessed it went away believing the bear had met his quietus solely through the force of the candle striking him. They were not told, and probably would not have believed it had they been so, that when the candle was put in the rifle a bullet had preceded it, nevertheless such was the case. This "sport" always took place in the winter and there was from time to time an occasional fox hunt also, a fox being let loose the night before to fur-



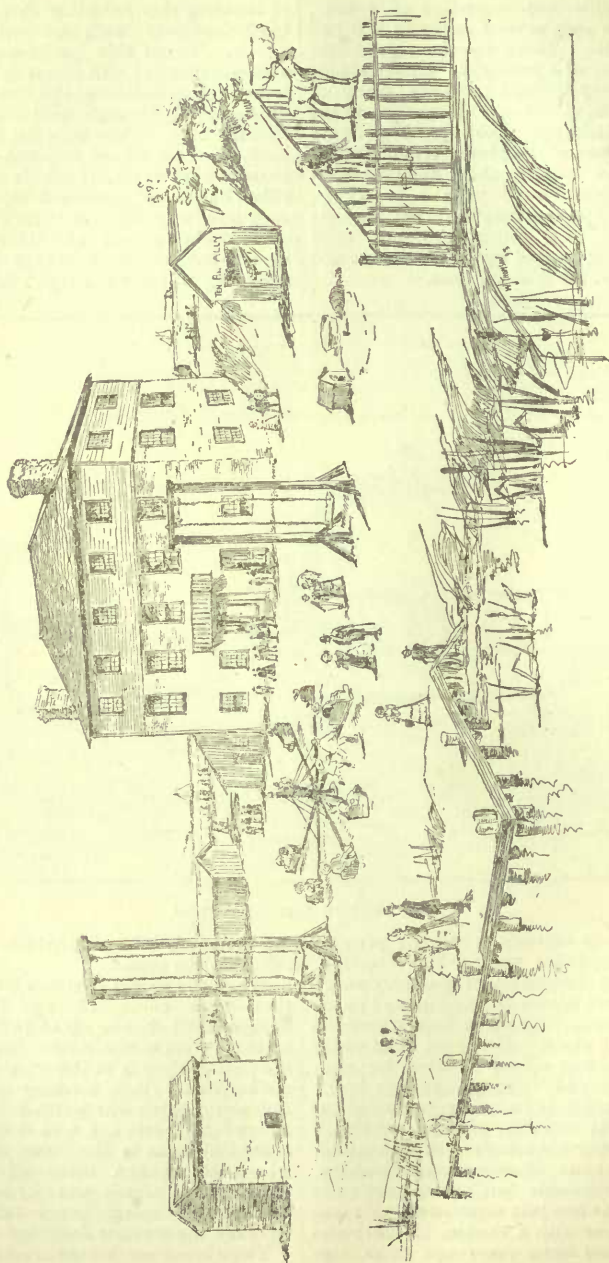
THE FOURTH (STEAM) FERRY.

Besides these contests to test the prowess of marksmen, there was turkey shooting. This it must be confessed was very sorry sport. A turkey was tied and placed on an elevation about fifty yards from where the sportsmen (?) stood. Everyone who chose to enter, and pay a York shilling for each shot, was allowed to fire at the poor bird; the first who hit it became possessor of the turkey. This amiable pastime continued until the supply of turkeys was exhausted. There was yet one other occasional diversion, equally reprehensible but perhaps not quite so cruel as the one just mentioned, this was shooting a bear with a candle. A bear was purchased, and forty years ago these were not difficult to obtain, and a man resident in Toronto used to give an exhibition

of the sport, and a very exhilarating amusement was the result.

When the Privat brothers left the Island, they were succeeded by John Quinn. Where their house stood is now covered by the waters of the lake. The exact spot is about 200 yards to the west of where the red buoy now rides, marking the proposed crib work which will extend to the point where forty years ago was dry land. Another 100 yards to the west is the place where the sunken boiler of the steamer Monarch lies, which was wrecked in 1856 and where several years later was also wrecked the steamer Southern Belle.

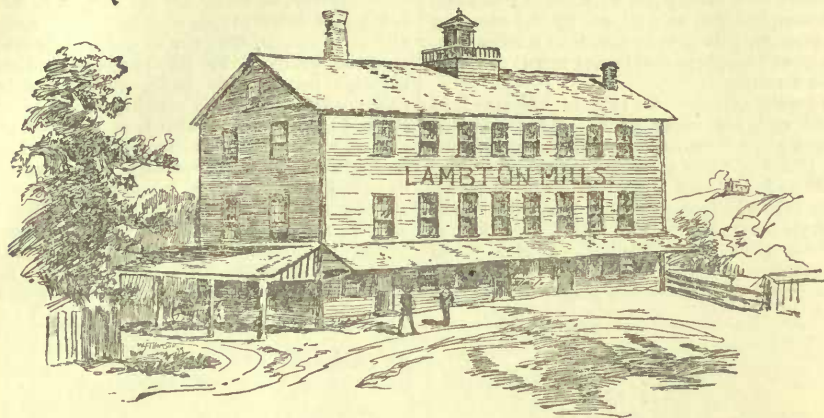
There is not much more to relate respecting the old Island. Among the fishermen who lived there were David Ward and William



LOUIS J. PRIVAT'S HOUSE.



## HOWLANDS MILLS 1840--



Strowger, who were partners. David Ward was succeeded by his son William, who was born on the Island in 1848 and still resides there, having a sort of general charge. William Geddes and John Jordan were also well-known fishermen. They, like the beach upon they often hauled up their nets, have gone elsewhere never to return. To return for a few moments to Louis Joseph Privat. During the time he lived on the Island two of his family were born; one of these fought on the Federal side all through the War of Secession, being twice wounded, once most severely. He still lives, though in somewhat shattered health. L. J. Privat was as humane a man as he was enterprising, and on several occasions saved the lives of careless boatmen. Among others so rescued were two brothers named Martin, Thomas Carfrae and two young men named Haigh and Osler. Of Privat it may be said with safety that he was revered by his family and respected for his integrity and kindheartedness by all who knew him, and if some of the amusements in his day were somewhat out of unison with the feelings of to-day one can reply by quoting the French proverb, "autres temps autres mœurs."

## CHAPTER CCXXVIII.

## LAMBTON AND ETOBICOKE.

**Fifty Years Since—The Old Mills—Respecting the Gamble, Fisher and Howland Families.**

Less than fifty years since, any one who wished to proceed from Toronto to Lambton by Dundas street not only did so under conditions differing widely from those which obtain to-day, but had also for nearly two

miles of the distance to pass through a forest almost untouched by the axe of the lumberman, and in which bears, as late as 1846, were still to be found, besides game of many different descriptions. Where the Suburban electric car track on Dundas street, to the extreme west of Toronto Junction, now turns out of that thoroughfare and runs almost at a right angle towards the lake, was all but unbroken forest save for the road running through its midst. Leaving Toronto and proceeding west on Dundas street towards the Humber, the last house on the left hand side for nearly two miles was in 1849 a small wooden tenement, some few hundred yards to the west of the junction of the then concession, now Keele street, with Dundas street. On the right hand side, Runnymede, Mr. John Scarlett's residence, erected in 1838 and situated about a third of a mile from the concession, was the last building from there until the site of the old racecourse on the Humber plains was reached. All was bush land, on the southern side of the road, almost to the lake, and on the opposite side also for a distance of nearly if not quite two miles to the north. The race-course known as Scarlett's ground was on the plains lying to the north of Dundas street, bounded on the east by the concession running towards Weston, and on the west by the woods on the top of the hill overlooking the Humber. It is fully described in another chapter of the Landmarks, no more need be said of it in this sketch. Passing the race course on the right was a famous tavern, kept for many years by a Mr. Featherstone, and at race times a great resort for those who fre-

quented those meetings. There is still an hotel on the same spot, but the old hostelry, beloved as a calling place by the Weston and Mimico farmers, as well as by the sporting fraternity, has given place to a more pretentious though probably not more comfortable dwelling.

Closely adjacent to this tavern stood, in 1849 and for many years afterwards, the well-known flour barrel manufactory of Mr. A. D'Arche; this consisted of two buildings distant from each other about fifty yards. The first was that in which the ribs of the barrels were put together, the second that where they were headed, finished and shipped to the customers of the firm. A great deal of amusement was afforded the

despatched from the former to the latter, they were shot along this slide with wonderful rapidity, as many as 280 and even 300 being sent down in half an hour. Occasionally it happened that one of the barrels was arrested midway in its progress, either through being made badly or from some other cause. Before it could be removed or started again on its journey, it was generally struck by the next one descending, when both always toppled over and were dashed to pieces below. This, when it happened, always afforded the crowd of young folks who were watching and admiring the operations immense gratification, and was generally greeted with a shrill cheer. At the bottom of the hill on the right was a



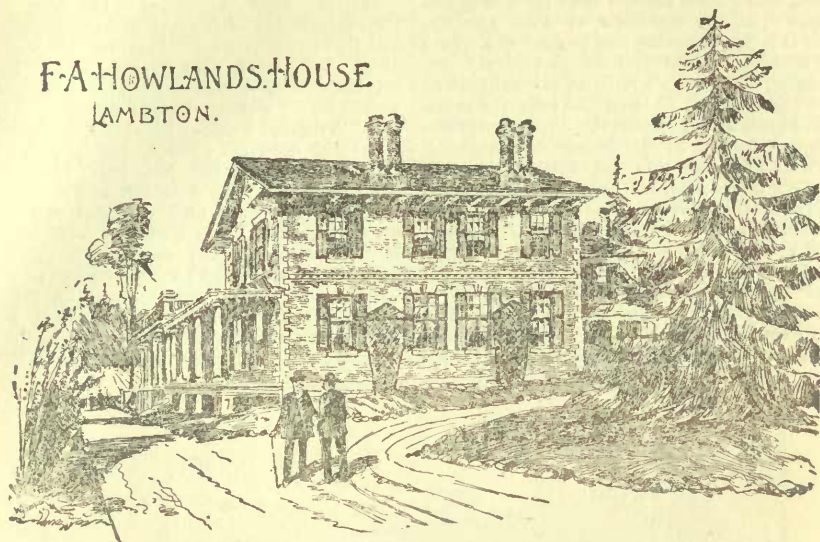
small boys of the neighbourhood once or twice a day by the mode adopted to pass the partly-finished goods from one building to the other. The finishing shop was some ten or twelve feet lower than the one where the barrels were begun. This was owing partly to the mode of its construction, and partly to the fact that it was on the descent of the hill, while the former was on the summit. A long slide exactly resembling a ladder with rungs twelve or fifteen feet apart, extended from the first to the second shop, and when a sufficient number of barrels were ready to be

large tavern, still extant, much used by farmers and others who had business in the neighborhood. Next to that again was Howland's store with its flight of broad, wooden steps, some twenty in number, ascending to it from the street. This building has not been altered in any material respect for more than forty years, and it is, we are assured, practically in the same state now externally as when it was built.

Immediately in the rear of the store there was erected by Mr. F. A. Howland a handsome brick residence, facing the river, of which there is a sketch given. It still



## F-A HOWLANDS HOUSE LAMBTON.



exists and is occupied by Dr. Co'ton. On the right hand side of Dundas street, going west after crossing the Humber and ascending the hill, were several small houses, all built of wood, and still remaining (1893) in much the same state as they were forty-five years ago. Almost at the top of the hill was a small cooper's, or rather wheelwright's shop; the business has disappeared, although the building remains. Next to it was a blacksmith's shop, which is there now as it was in the "Forties." In front of this shop stood for many years, finally disappearing about 1860, a curious contrivance which was used for shoeing oxen.

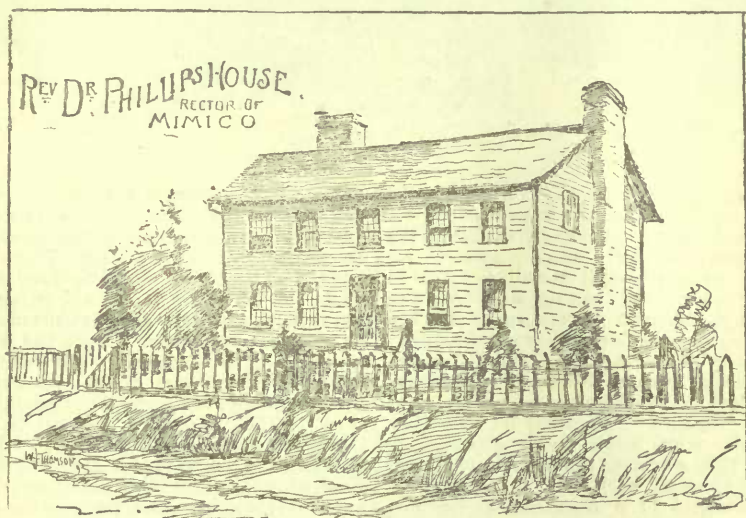
It consisted of a frame work, four feet wide, of strong hardwood bars about four inches square, and six feet long, dovetailed into four posts about five feet high and six inches square, forming the corners of the stand, and resting on a substantial floor of two-inch planks. There were three of the horizontal bars on each side of the frame, and on the top and ends it was held together in its length and width by timber of the same size as the posts. At the upper end of this contrivance, midway between the two corner posts, were two perpendicular bars, one fast, the other moving from right to left on a pivot at the bottom, and capable of being made fast by a bolt at the top. When an ox was brought to be shod he was driven into this framework stall, his head secured by the movable bar, and the blacksmith then commenced his anything but agreeable task of shoeing the animal

It was an operation not often performed, and when it was, was attended with a great deal of trouble, not only to the workman, but pretty generally to the ox. This represents a phase of colonial life long passed away, but there are still many living who can remember when such an occurrence was by no means uncommon. Past the blacksmith's shop, still ascending the hill, were two or three cottages which yet remain, though somewhat weather-beaten, and then came Gamble's store, or, as it was sometimes called, Milton Mills depot. It is there to-day as it was half a century since, altered in scarcely a detail and looking as if it might remain for another fifty years. For some time it was the post-office, but that has been removed elsewhere long ago. Of its proprietor, William Gamble, more will be said presently. Still going westward, there were a few cottages, some of which, though altered, are still standing; then came a handsome rough-cast cottage, occupied for several years by the late Frederick Augustus Whitney, who was a well-known Toronto resident up to the time of his death in 1867. This house has been entirely rebuilt. A little further to the west was a harness maker's shop, which still exists under a different proprietor. Past that again was a small wooden school house, which was as late as 1854 the only educational establishment for miles around. Of the education given there little can be said, except that it was of the most meagre order. The building has been greatly altered since



1854, and Public schools are within easy distance of all the residents of that locality, but it is yet standing and is used as a place of worship by the Roman Catholics. Ascending St. George's Hill, at its summit on the right, stood, in 1848, the recently erected church belonging to the Anglican communion known as St. George's, Etobicoke, now as Islington. It was attached to the rectory of Mimico, which had, prior to 1848, as rector the Reverend Doctor Phillips, who was chaplain to the Legislative Assembly, and was noted in the time of the rebellion of 1837 for his uncompromising Toryism, and his adherence to the political party known as the "family compact." The late William Lyon Mackenzie on more than one occasion singled him out as a victim for his

It is now necessary to refer to the eastern side of Dundas street, opposite Scarlett's race course. Here on the brow of the hill were two houses which had originally been a waggon shop, but were converted into dwelling houses by Mr., now Sir, William Pearce Howland. One of these was occupied by Mr. Howland himself until 1854, when Mr. Peleg Howland lived in it, after the destruction by fire of his first residence, which occupied the site upon which F. A. Howland afterwards built the house already spoken of. Passing a hundred yards or so to the west and on the very edge of the hill overlooking the Humber, was Mr. D'Arche's house. Both it and Mr. Howland's dwelling have been little altered in the last forty years. Some few



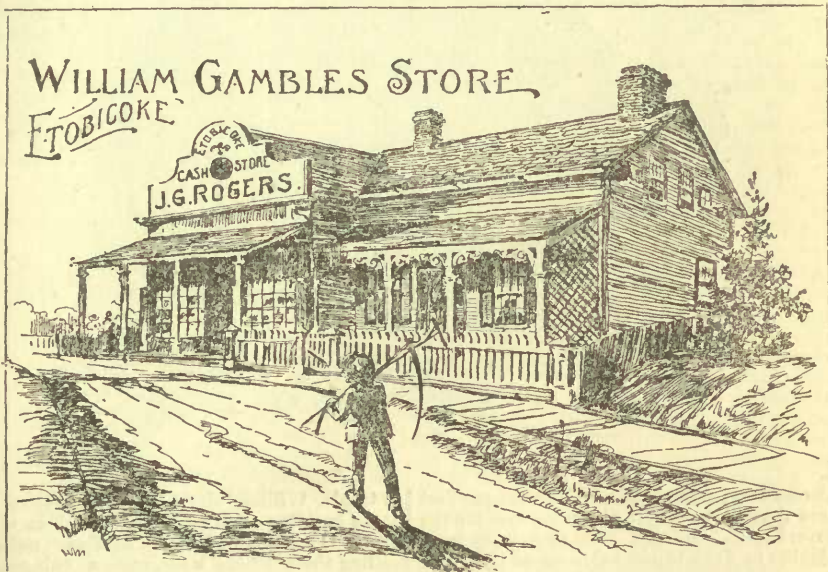
unsparing invective and biting sarcasm. Dr. Phillips was never backward in retorting, though it must be confessed he generally came off second best in these encounters. St. George's presents no architectural beauty, though it is prettily situated. In 1848 Dr. Phillips resigned; he was succeeded by the Rev. H. C. Cooper, a B. A. of Cambridge, who for nearly thirty years held the rectory. He died in 1877, and of him it was remarked at his death, "that he never lost a friend or made an enemy!" There is one distinction attached to St. George's that is unhappily shared by very few Anglican churches in the Province of Ontario; it is free from debt, and being consecrated for divine service, is, with its surrounding grave yard, the absolute property of the Episcopal body.

very small tenements were closely adjacent, one occupied by a man named Good, a millwright of enormous stature, being six feet nine tall.

At the bottom of the hill was Howland's flour mill, and in its rear a small distillery, also the property of the family. The present mills were built in 1843. Strictly speaking, they were rebuilt, for they occupy the site of an older mill purchased by Mr. Howland from one Thomas Cooper. The latter at one time owned a wharf in Toronto, which he exchanged with another member of his family for Lambton mills. This old mill was of very primitive fashion. It had only one "boul" and one "hand-packer," and the whole of the gearing, with the exception of the gudgeons and spindles, was of wood. It was worked by water, of course, and had

what is now most unusual, an undershot wheel. It was 40 by 50 feet and two and a half storeys high. The new mills were most successful, though Mr. Howland met with no small amount of opposition, which by dint of energy and perseverance he overcame. They narrowly escaped destruction in 1850 through a terrible freshet which swept away the Humber and also the Don bridges. Fifty years ago, just where the present head gates are for the mill of today, was a sawmill, built by William Cooper in 1812. It was pulled down a few years later. The old mill purchased by Mr. Howland is said to have been the second one erected in Toronto Township, Farr's, of Weston, being the first. Crossing the Hum-

mills, which were situated on the banks of the Humber, about a quarter of a mile to the south-east of where the river is crossed by Lambton bridge. Closely adjoining the mills, only on the top of the river's bank, while they, of course, were at the bottom, was Millwood, the residence for nearly thirty-five years of Mr. Thos. Fisher. These mills were built by that gentleman for grinding wheat, and never used in his time for any other purpose. Now they form a portion of an extensive "shoddy" manufactory, and present no resemblance whatever to their original appearance. Millwood, Mr. Fisher's house, shown in the engraving, though deprived of nearly all the splendid trees that originally surrounded it, is not

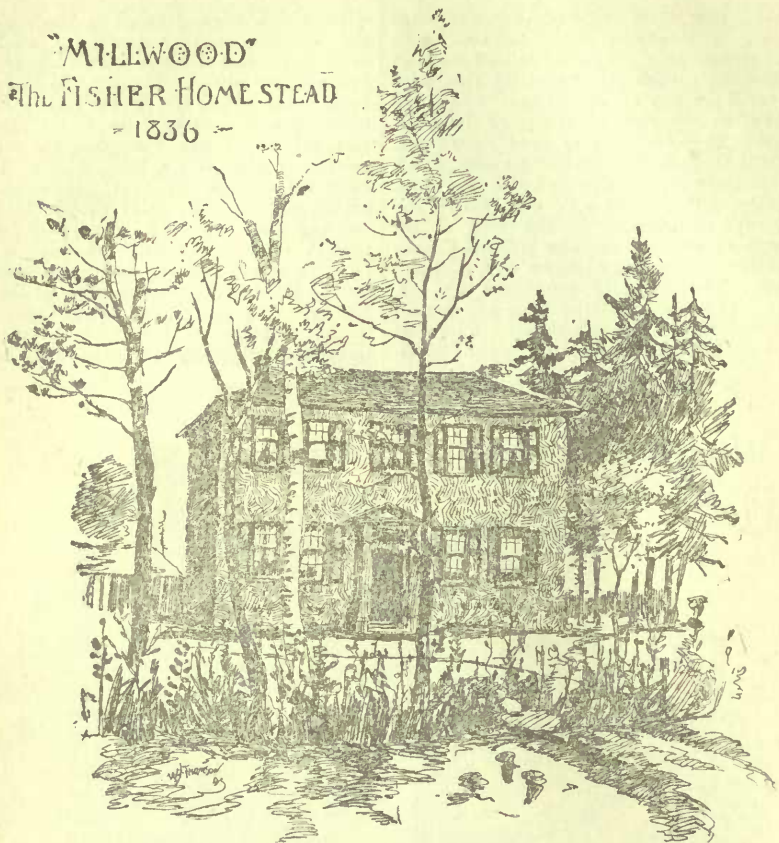


ber to the left of Dundas street, about one hundred yards to the east of the bridge over the river, stood for many years, being first erected about 1840, a stone building, its machinery driven by water power, used as a wool carding mill, and the business carried on by Mr. William Gamble, who has before been mentioned. Mr. Gamble gave up the trade in 1856, and the mill was closed, and after being used for different purposes was finally pulled down. Ascending the hill were two frame houses about one hundred yards apart, and they are there yet, scarcely altered in any particular. Just before the top of the hill was reached, branching off to the left as one proceeded westward, was a narrow lane leading to Millwood

altered from what it was when first completed, about 1836. Mr. Fisher, who resided there so long, was a Yorkshire man by birth, coming from Pontefract (sometimes pronounced Pomfret), where he was born in the year 1790. His early days were passed in that lovely old town, where is the castle in which Richard II was imprisoned and died, and where Vaughan, Grey and Rivers were, with the tacit approval of Richard III, put to death. While yet a very young man Mr. Fisher removed from Pontefract to Leeds, where, on January 4th, 1813, he was married to Miss Sarah Sykes, of that ancient town. Six years later he came to Canada, being followed in 1821 by his wife. Mr. Fisher first settled near where London, the



"MILLWOOD"  
The FISHER HOMESTEAD  
— 1836 —



Forest City, now stands, and he cut the first tree that was ever felled on the site for the future city. Of Mrs. Fisher's journey from Quebec to York to join her husband it may be remarked it was performed for the entire distance on a batteau, which was a great undertaking for a lady, encumbered as she was, with two young children. Mr. Fisher was for many years a magistrate for Toronto township. During the rebellion of 1837, he took up arms in aid of the Government and was, on November 22nd, 1838, gazetted Major in the 3rd West York Militia. He died in Toronto in 1874 in his 85th year, Mrs. Fisher having pre-deceased him about 18 months. Before building the house and mills just spoken of, Mr. Fisher had erected on the Humber about a mile nearer its mouth than Millwood, a large saw mill and substantial house adjoining it. Just when he had completed the latter, he sold

it to Mr. William Gamble, who erected a stone building several storeys high on the site of the saw mill for use as flour mills, calling them Milton Mills, after a village in the county of Kent, England, with which Mrs. Gamble's family were closely connected. It has been stated, though we have every reason to believe it is not correct, that the name of Milton was bestowed on the first mills by Mr. Fisher, after Viscount Milton, the eldest son of Earl Fitzwilliam, a Yorkshire nobleman and landlord of great celebrity. Very probably Mr. Fisher, who was intensely proud of the county of broad acres from which he came, was not a little gratified that they should bear a name closely connected in his mind with his native shire, as well as with that of Mrs. Gamble.

Under Mr. Gamble's superintendence the Milton mills were carried on for nearly 25 years, more or less successfully. When



that gentleman removed to Toronto in 1859, they passed into other hands and after many vicissitudes of fortune were finally closed and are now a ruin. Mr. Gamble was a son of the well known Dr. Gamble, of the Queen's Rangers, and was born in Canada in March, 1805. He married Miss Elizabeth Bowles Brenchley, of Maidstone, England; they had one daughter, who married Mr. John Boulton, of Toronto. Mr. Gamble, unlike his elder brother, John William Gamble, M.P., of Pine Grove, took little part in public affairs. He devoted his time to his business and to the promotion of agricultural interests, and faithfully discharged his duties as a county magistrate. He was a well read man, an ardent lover of the Anglican church, and an immense favorite with young people. He and Mrs. Gamble both died in Toronto in 1881. Retracing our steps along Fisher's lane, the a sand road with no houses on either side and destitute of a sidewalk, we again come back to Dundas street and turning to the left proceed westward towards St. George's Hill. On the left hand side of the road, now thickly built upon, were only a few scattered houses. Just west of Fisher's lane was Dr. Phillips' residence, there being no rectory attached to St. George's, and next to it a building used by Mr. Gamble as a general storehouse for his place of business, almost opposite. Further to the west again, on the corner of the concession (going towards Mimico) and Dundas street, was a tavern kept for some time by a famous horse dealer called Samuel Guppy; it never being very well patronized it was closed many years since. Between the tavern and St. George's Hill were two or three very small houses and nothing else, and so the description of Etobicoke ends at this point.

## CHAPTER CCXXIX. AN EARLY INDUSTRY

### For Making Carriages, Reaping Machines and Cabs.

From 1837 until 1849, on the site of the present Confederation Life Building on Victoria street, about one hundred yards north of Adelaide street, was situated the well-known carriage and farming implement manufactory belonging to John Bell. He was known all over the then Home District as makers of farming implements of the newest patterns and with the latest improvements. He made not only reaping machines but ploughs, harrows, cultivators, horse rakes, and seed drills. Besides this decidedly miscellaneous assortment of goods he built heavy waggons, and he also

was able to make far more carriages, buggies and gigs than he could find purchasers for, those who were able in those days to indulge in the luxury of a carriage being very few and far between. That was the time when in early spring the old title of "muddy," as applied to York, would do equally well for Toronto. At that season of the year teams, drawn by oxen, might frequently be seen stuck fast in the mud on both Adelaide and Victoria streets, requiring all the assistance that could be rendered them to extricate both the oxen and the vehicle they were attempting to draw from their very uncomfortable position.

It is said by old residents in Toronto that Bell built the first reaping machines ever made in Canada. He was an exhibitor of these implements at the Provincial Exhibition held in Hamilton in 1847, and obtained a diploma for the same. This honorary distinction is still extant and in possession of one of the members of Mr. Bell's family. Bell only lived to complete about twenty reaping machines; he fell a victim to the cholera epidemic prevailing in Toronto in 1849.

The late Mr. George Crookshank was one of Mr. Bell's earliest customers. He purchased one of the first, if not the very first, machine built at the Victoria street factory, and placed it on his Yonge street farm, ten miles north of Toronto. There was a great prejudice against these machines in the minds of the working classes of the day, as they were fearful that their introduction would affect the rate of wages. Threats to burn the barns and other farm buildings belonging to Mr. Crookshank were freely indulged in, but were, happily for all parties, never carried into effect. Bell claimed for his reaper that it would cut ten acres of wheat, oats or barley daily. Whether it was quite as great a success as this is not known, but at any rate Mr. Crookshank was fully satisfied with his bargain.

Besides making carriages, waggons and agricultural implements, Mr. Bell built the first cabs ever used on Toronto streets. Like the steamers on the lake and the earlier locomotives on the railroads, they all had a name; the first one was called "General Wolfe," the next "Wellington," and a third was known to fame as "General Brock." They, like the heroes whose names they bore, have long since become extinct, there being very few in Toronto who even remember them.

As has been already mentioned, Mr. Bell died in 1849. He was emphatically "an honest man," and that the poet tells us "is the noblest work of God."

## CHAPTER CXXX. THE OLD 100TH REGIMENT.

### A Reminiscence of the Formation of a Regiment that Had at One Time in it Many Canadians.

There are few readers of the Landmarks who have forgotten the stirring events of the Indian Mutiny of 1857-58, when each European mail brought fresh tidings of outrages and atrocities committed by the mutinous Sepoys, and when Britain's supremacy in her eastern dominions seemed for a time to be trembling in the balance. It was at this period, when the horrors of Cawnpore, the heroic defence of Lucknow, and the bravery of our troops in their attack upon Delhi, filled everyone's mind, and when the names of Colin Campbell, Outram, Havelock and Inglis were as familiar as household words that the 100th Regiment first came into existence. Seven cities are said to claim the honour of being the birth-place of Homer, but at least three times that number of people have sought to obtain the distinction of being the first to suggest that Canada not only was willing but was also able to raise a body of troops to assist the mother country in her need. To no one in particular can this honour be rightly given. The raising of the 100th Regiment was due to the fact that not only during the Mutiny, but previously, when the Crimean war was raging, Canadian feeling and patriotism had been strongly aroused, and many of our public men openly expressed the desire of the people to give tangible proof of the devotion of Canada to their Queen and to the defence of the British Empire. These sentiments were conveyed by the Ministry of the time to Sir Edmund W. Head, then Governor-General of Canada. He duly represented them to the Home Government, who gratefully acknowledged the loyalty of the colony and accepted the offer made to raise a body of troops which was to be called the 100th Prince of Wales' Royal Canadian Regiment. The Governor-General was empowered to grant commissions in this corps to one major on the condition that he raised two hundred men, to six captains who had each to bring eighty recruits, to eight lieutenants who were to be responsible for half of that number only, and to four ensigns who had to pass a qualifying examination. When the formation of the regiment was completed, this arrangement was slightly altered, there being only five Canadian captains instead of six, and five ensigns instead of four. The following is a complete list of the first officers of the regiment. Those distinguished by an asterisk were Canadians, those by a double asterisk

were also Upper Canada College boys, and those by a dagger were officers who were transferred to the regiment from the permanent military staff here or from regiments then serving in this colony:—

#### COLONEL:

Major-General Viscount Melville.

#### LIEUT.-COLONEL:

George de Rottenburg†, C. B.

#### MAJORS:

J. H. C. Robinson, A. R. Dunn\*\*, V. C.  
Brevet Lieut.-Col.

#### CAPTAINS:

T. L. M. Woguelin,	John Clarke*,
Brevet Major,	T. W. W. Smythe*,
R. B. Ingram,	George McCartney*,
P. G. B. Lake,	Chas. J. Clark**,
Henry Cook,	Richard C. Price*,
James Clery,	G. P. Blake.
Henry G. Browne,	
V. C.,	

#### LIEUTENANTS:

George B. Coulson,	Louis A. Casault*,
John Leet,	L. C. A. L. De Belle-
James Lamb,	feuille*,
F. W. Benwell,	Phillip Derbishire*,
Henry L. Nicholls,	Alfred E. Rykert**,
Joseph Dooley,	Chas. H. Carriere*,
Richard L. Bayliff,	H. T. Duchesney*,
Jno. Fletcher*,	Brown Wallis**.

#### ENSIGNS:

C. McD. Moorsom,	Chas. A. Boulton**,
Fred. Morris,	T. H. Baldwin**,
Jno. Gibbs Ridout**,	W. P. Clarke*.
Henry E. Davidson*,	

#### PAYMASTER:

Joseph Hutchinson.

#### QUARTER-MASTER:

George Grant†

#### SURGEON:

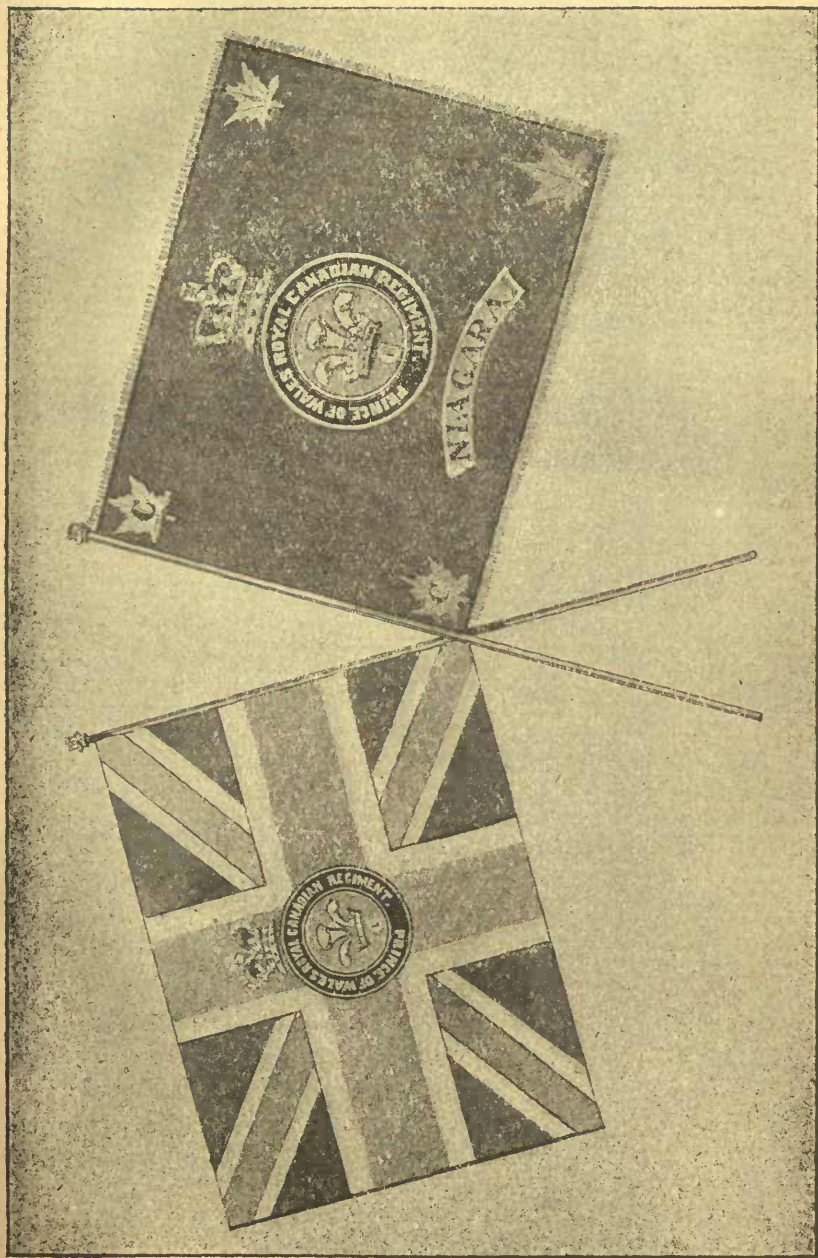
William Barrett.

#### ASSISTANT SURGEONS:

Thomas Liddard, Daniel Murray.

The commanding officer, Colonel de Rottenburg, was a man of long and varied experience. At the time of his appointment to the command he was adjutant-general of Militia for this country, and had also served here during the rebellion of 1837 as a captain on the staff, receiving the brevet rank of major for his services on a special mission upon which he at that time was employed. Before leaving Toronto to assume command of the regiment, Colonel de Rottenburg was entertained at a farewell banquet in the Rossin House by many of the militia officers of the time, and presented by them with a sword valued at one hundred and twenty-five guineas. The late Colonel E. W. Thomson presided. He was supported on his right by the Governor-General, and on his left by the guest of the evening; also by the late Sir John B. Robinson, Rev. Dr. McCaul and









Colonel Booker. Of the many others present few now survive. Major Dunn, previous to joining the 100th, had been in the 11th Hussars (they bear the nick-name of the "Cherry Pickers" from the color of their overalls) and served with that gallant cavalry corps all through the Crimean campaign. He belonged to the Light Brigade, and was one of the famous Six Hundred, and on peace being concluded received the much-coveted decoration of the Victoria Cross for his gallantry at the battle of Balaklava in saving the lives of Sergeants Bentley, Bond and Private Levett. Dunn was the only cavalry officer who served in the Crimea that obtained this distinction. On his return to Toronto, after peace was concluded in 1856, he was received with great enthusiasm, and was, in conjunction with Major Wells, of the 1st Royal Regiment, also a Torontonian and an Upper Canada College boy, who had likewise honorably served in the Crimea, publicly entertained at St. Lawrence Hall, and had a sword of great value presented to him by his admiring and gratified fellow-countrymen. Colonel de Rottenburg retired from the service in 1861, and Major Dunn becoming lieutenant-colonel by purchase, succeeded to the command of the regiment. Some few years later he exchanged into the 33rd, and in January 1868, on the march to Magdala, in the Abyssinian expedition, was killed by the accidental discharge of his gun while deer shooting. He was buried at Senafe, beloved and regretted by officers and men. Of the remaining officers it may be mentioned that Major and Brevet Lieutenant-Colonel Robertson at one time served in Canada in the 71st Regiment. Captains Cook, Clery and Browne, V. C., had served during the Indian Mutiny and greatly distinguished themselves at the defence of Lucknow as lieutenants in the 32nd Regiment, not only being mentioned in despatches by the general officer in command, but promoted to captaincies and gazetted to the 100th Regiment in recognition of their gallantry. Captain John Clarke, who was afterwards employed here upon the recruiting staff, though not a Torontonian himself, was closely connected by marriage with one of Toronto's well-known families. He married Miss Widmer, daughter of the late Dr. Widmer, a medical practitioner of great ability in this city, once an army surgeon who had served with distinction in the Peninsular war. Some of Captain Clarke's family still reside among us.

Captain C. J. Clarke was the son of a doctor residing in the northern suburbs of Toronto, and before he received his commission in the 100th was captain of the Yorkville

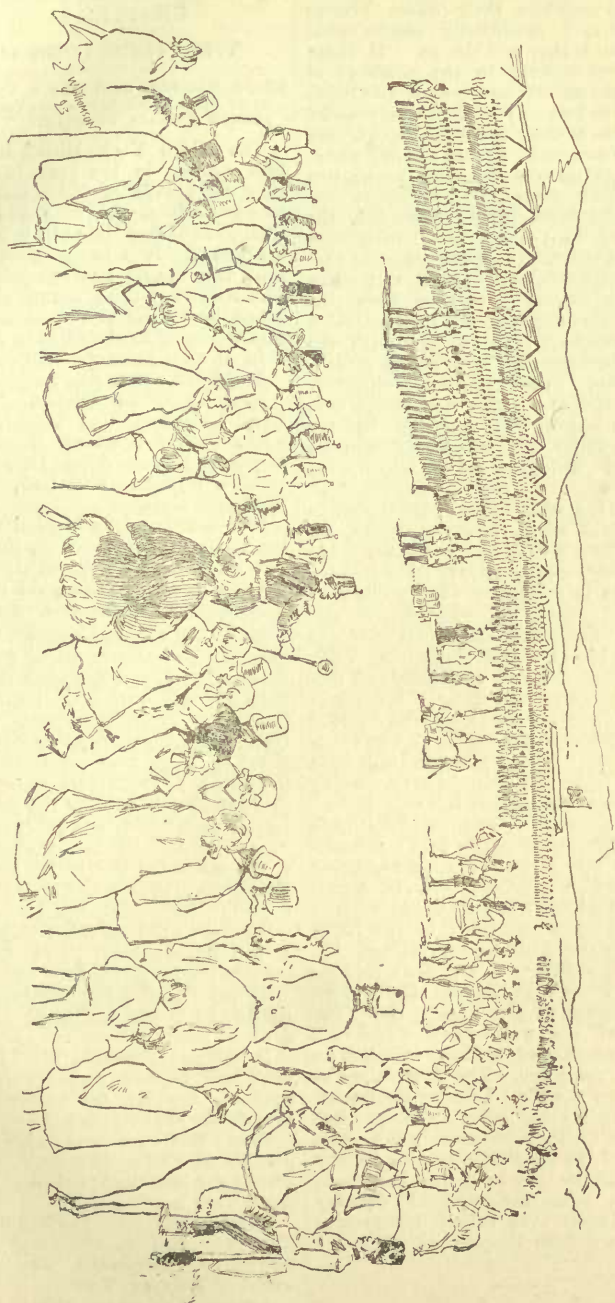
Cavalry. He gained considerable public notice for himself and his troop during the Indian Mutiny by his outspoken declaration on parade in the presence of the inspecting officer, "that he and his men would proceed to the seat of war by next steamer if the Government would accept their services." Among the lieutenants Coulson, Lee, Lamb, Casault and de Bellefeuille had served in the Crimea. Casault afterwards became a lieutenant-colonel in the Canadian militia and was created C. M. G. for his services to his country during the first North west rebellion. A melancholy interest attaches to the name of Mr. Benwell. He was father of the young man who met his death at Woodstock under such tragic circumstances a few years ago. Among the other officers Ensign Boulton may be referred to as one who was popular among all ranks in the regiment. Except during the Fenian troubles, it is many years since there has been so much military excitement in Toronto as there was during the time the 100th was in course of formation. For many weeks large crowds assembled each day at the old Bay Horse on Yonge street, which was a rendezvous for the recruiting parties, for the purpose of learning how the work was progressing. What with watching the marching of recruits to the station en route to Quebec, listening to the music of the drums and fifes and admiring the gay ribbons and scarlet jackets of the recruiting sergeants, the townspeople were pretty well employed. Early in the month of June, 1858, the first detachment of the 100th Regiment sailed from Quebec for England under the command of Colonel de Rottenburg. A few weeks later Colonel Gordon of the 17th Regiment followed in charge of the second portion, and very shortly afterwards Major Dunn embarked with the remainder of the corps. Their first quarters were at Shorncliffe, and there under the tutelage of non-commissioned officers from the Guards, all ranks were initiated into the mysteries and intricacies of drill. After six months tuition the services of the Guardsmen were dispensed with, the Royal Canadians being then able to compare favorably with any other infantry corps, not even excepting the Guards themselves. In November, 1858, the recruiting staff for the regiment returned to Toronto so as to procure fresh men to fill the vacancies occurring from invaliding, discharges by purchase and other causes. Captain John Clarke and Lieutenant Fletcher were the officers appointed; they were accompanied by four sergeants and two buglers and were instrumental during the

three years they were stationed here in obtaining some three hundred recruits. No two officers were ever better qualified for such a duty; while exacting strict discipline they took an interest in their men gaining their respect and affection. In consequence serious crime was unknown and a good class of recruits secured. During the whole time the depot of the regiment was stationed in Canada, there was only one court martial and not one case either of disgraceful conduct or of desertion. On the recruiting depot being withdrawn from Canada, Captain Clarke exchanged into the Royal Canadian Rifles and Lieutenant Fletcher retired from the service, subsequently becoming colonel in the Canadian Militia. In December, 1858, the officer commanding the 100th Regiment was informed by the Commander-in-chief that on the 10th of the following month the Prince of Wales would visit Shorncliffe for the purpose of inspecting the regiment and presenting it with its colors. This was felt by all ranks of the regiment to be a very high compliment. His Royal Highness had just been gazetted to a colonelcy, but had as yet made no public appearance in any capacity, and his choosing this occasion for his first act was very greatly appreciated by officers and men. On the morning of the day fixed for the ceremony the regiment was drawn up in line waiting for the Prince to arrive. This he did precisely at noon, and he was accompanied by the Duke of Cambridge, Major-General Viscount Melville and nearly all the officers of the Shorncliffe and headquarters staffs. He was received with a royal salute, the troops presenting arms, and the bands playing the national anthem. It is worthy of remark that the Prince's escort from the railway station to the camp was a troop of the 11th Hussars, the same regiment in which Major Dunn had, as a subaltern, fought so bravely and achieved such renown, and some of the very men who had that day escorted the Prince had but very little more than four years previously followed Dunn in the glorious but fatal charge "into the Valley of Death." The Prince, after acknowledging the salute, rode slowly down the ranks of the regiment. He was followed by the Duke of Cambridge, who, one of the London papers of the time records, was "particularly struck with the fine body of men composing the 100th." The inspection over, the troops formed three sides of a square, with the drums in the centre, upon which rested the colors. They were taken from there by Brevet Lieutenant-Colonel Robertson and Major Dunn, and by them handed to the Prince. He in turn handed them to the

two senior ensigns, C. M. Moorsom and J. G. Ridout, who with bended knee took them from his hands. In presenting the colors His Royal Highness said:—"Lord Melville, Colonel de Rottenburg and officers and men of the 100th Regiment—It is most gratifying to me that by the Queen's gracious permission, my first public act since I have had the honor of holding a commission in the British army should be the presentation of colors to a regiment which is the spontaneous offering of the loyal and spirited Canadian people, and with which at their desire my name has been specially associated. The ceremonial on which we are now engaged possesses a peculiar significance and solemnity, because, in confiding to you for the first time this emblem of military fidelity and valor, I not only recognize emphatically your enrolment into our national force, but celebrate an act which proclaims and strengthens the unity of the various parts of this vast empire under the sway of our common sovereign. Although owing to my youth and inexperience I can but very imperfectly give expression to the sentiments which this occasion is calculated to awaken with reference to yourselves and the great and flourishing provinces of Canada, you may rest assured that I shall ever watch the progress and achievements of your gallant corps with deep interest, and that I heartily wish you all honor and success in the prosecution of the noble career on which you have entered." Colonel de Rottenburg replied:—"May it please your Royal Highness—As the immediate commanding officer of your Royal Highness' Canadian regiment, I tender my humble duty to your Royal Highness for the honor which you have done the regiment this day in condescending to present its colors, and for the gracious terms in which you have addressed the officers and men. I assure your Royal Highness that we are deeply grateful for this act on the part of your Royal Highness. The great colony in which this regiment was raised, amongst whose ranks hundreds of its sons are serving, and all who belong to it are more or less connected with Canada, will also feel most grateful for the honor which the first regiment raised in a colony for general service has received from your Royal Highness, and I assure you at the call of our sovereign, Canada would send ten such regiments as this one in defence of the Empire, should such an emergency ever arise requiring their services. The 100th Regiment has received its first colors in the most honorable manner such could be bestowed, namely, from the hands of the illustrious heir to the throne of this country. It rests with the



PRESENTATION OF COLOURS TO THE 100TH REGIMENT BY THE PRINCE OF WALES.



regiment to maintain their colors always with honor. I confidently assure your Royal Highness they will do so. If these colors are ever unfurled in the presence of an enemy, the officers and men of the 100th Regiment will be ready to shed their blood in the defence of their colors, of their Queen and of their country. I again humbly thank your Royal Highness for the honor you have done the regiment."

These formalities being concluded, the regiment re-formed line, then broke into open column of companies and marched past his Royal Highness, first in slow and then in quick time. After that they were dismissed to their quarters. On the conclusion of the parade the Prince lunched with the officers of the regiment, afterwards returning to London. In the evening, in still further celebration of the day, the officers gave a grand ball which was attended by the whole of the youth, beauty and fashion of the county, and which passed off with great éclat.

In June, 1859, the regiment proceeded to Gibraltar, from there in 1863 to Malta, returning to Canada in 1866. In 1868 it again sailed for England, and in 1877 embarked for India, where it remained at the close of 1892.

Among later officers of the Royal Canadians may be mentioned Hugh Rowlands, V.C., now Lieutenant-General, a gallant and distinguished soldier, who fought bravely in the Crimea. He for some months in 1860 was junior Major of the 100th, and was succeeded by Major Henry Stratton Bush from the 41st Foot, also a Crimean hero, having there lost the use of his left arm.

Henry J. Grasett, late of the 10th Royals and Chief of Police, Toronto, held a commission therein for about nine years, being Adjutant, and an efficient one, for a considerable period. Robert Edward Colborne Jarvis was also a subaltern in the 100th in the early days of his military career. He exchanged in 1880 into a regiment serving in India, and was with General Roberts on his famous march to Candahar. Henry A. Jones, one of the well-known Brockville family, was another of its junior officers; he died several years ago. The first colors of the 100th (now the First Leinster Regiment, it having with other infantry corps lost its numerical distinction) were a few years ago deposited in the Parliamentary library at Ottawa. There they hang over the clock, serving as a mute memorial of the only Colonial regiment ever raised for general service in the British Empire.

## CHAPTER CCXXXI.

### THE THIRD YORK MILITIA.

**Their History and their Colors—Prominent Men Who Have Served as Commissioned Officers Therein.**

The Third York Militia Regiment was first enrolled in the year 1811 or in the very early days of 1812, and consisted of two battalions, the East and West York, though at a later date other additions were made to it. It is to the East York Militia that this article now particularly refers. The following is as accurately as can be ascertained a list of the commissioned officers belonging to the corps in January, 1813:

Lieutenant-Colonel—William Chewett.

Major—William Allan.

Captains—John Button, John Wilson, Peter Robinson, John Arnold, James Fenwick, James Mustard, Duncan Cameron, David Thomson, John Robinson, Samuel Ridout, Thomas Hamilton, John Burn, William Jarvis.

Lieutenants—John H. Shultz, George Mustard, Burnet Vanderburgh, Robert Stanton, George Ridout, \*William Jarvis, Edward McMahon, John Wilson, Eli Playter.

\*Another list gives this name as Samuel Jarvis.

Ensigns—Andrew Thom, A. Smalley, Donald McArthur, William Smith, Andrew Mercer, James Chewett, George Kuek, Edward W. Thomson, Charles Denison, George T. Denison, D'Arcy Boulton, and Quarter-Master Charles Baynes.

What a host of recollections this old list recalls! Colonel Chewett, though long years since a member of the great and silent majority, has many direct descendants residing in Toronto and in the province of which it is the capital. Kind, genial, William Allan is still happily represented by his son, and it seems but the other day, though it is a generation, since Peter Robinson was gathered to his fathers.

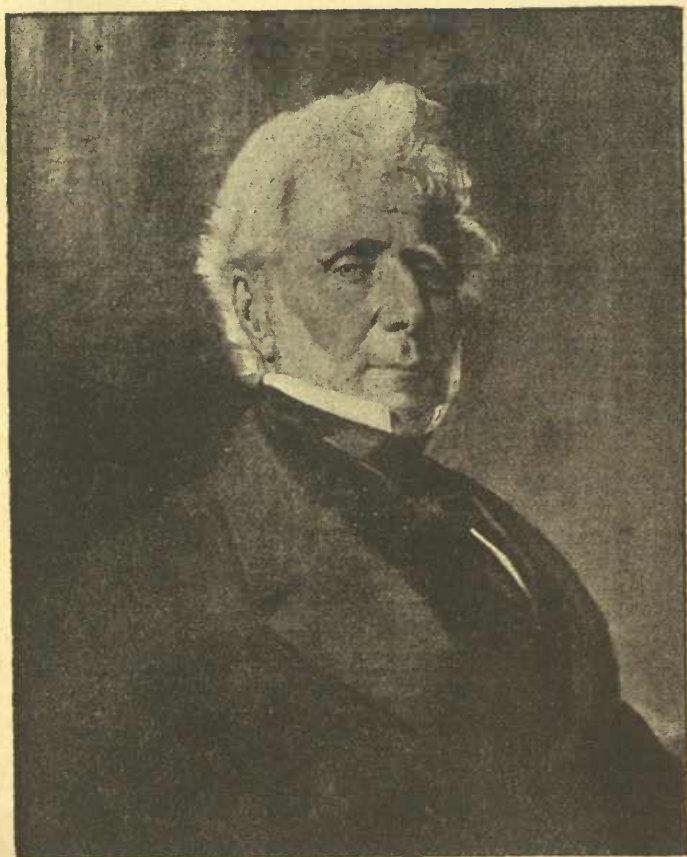
James Fenwick has grandsons yet in Toronto, and there are many direct descendants of Duncan Cameron.

David and Edward W. Thomson were uncle and nephew respectively. Their descendants are far too numerous to refer to even in the slightest detail.

John Robinson was afterwards Chief Justice of Upper Canada. He "stands among our best and noblest, now his long day's work has ceased."

Charles and George Denison were brothers. The first died in the early "twenties," leaving no descendants. The latter was the owner of Bellevue, Toronto.

Among the other officers the Ridout,



HON. WILLIAM ALLAN.

op. 778





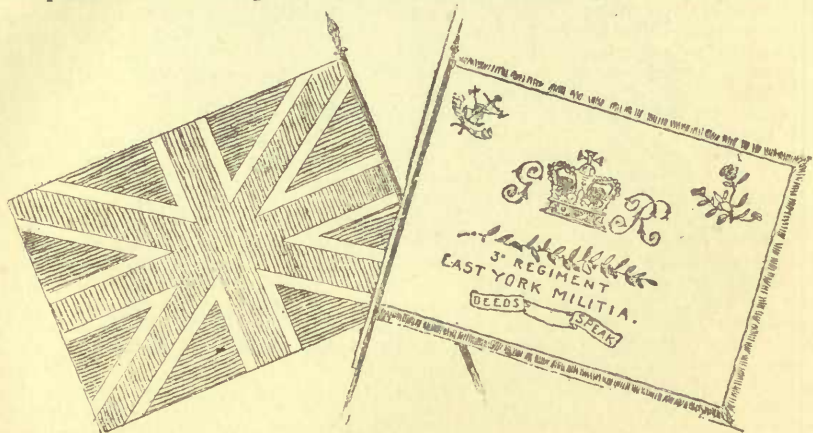
Hamilton, Boulton, Jarvis, Stanton and Mercer families have all played a leading part in Canadian public life.

A portion of the Third York Regiment were present at the siege and capture of Detroit in the early days of the war of 1812, and also at Queenston Heights in October of the same year, when Brock and Macdonnell gallantly fell as they cheered on their men.

In the "Coventry papers," among the archives at Ottawa is a manuscript account of the presentation to this regiment in Janu-

best in the exact words of the paper which has been already quoted :—

"The evening service was read by the Rev. Dr. Strachan, and an appropriate sermon from the following text: 'Give thanks unto the Lord; call upon his name; make known his deeds among the people.' The Third Regiment and all the respectable inhabitants of the town attended. They who heard it will not readily forget the matter or the manner, and those who were unfortunately absent would receive little satis-



THE "EAST YORK" COLORS.

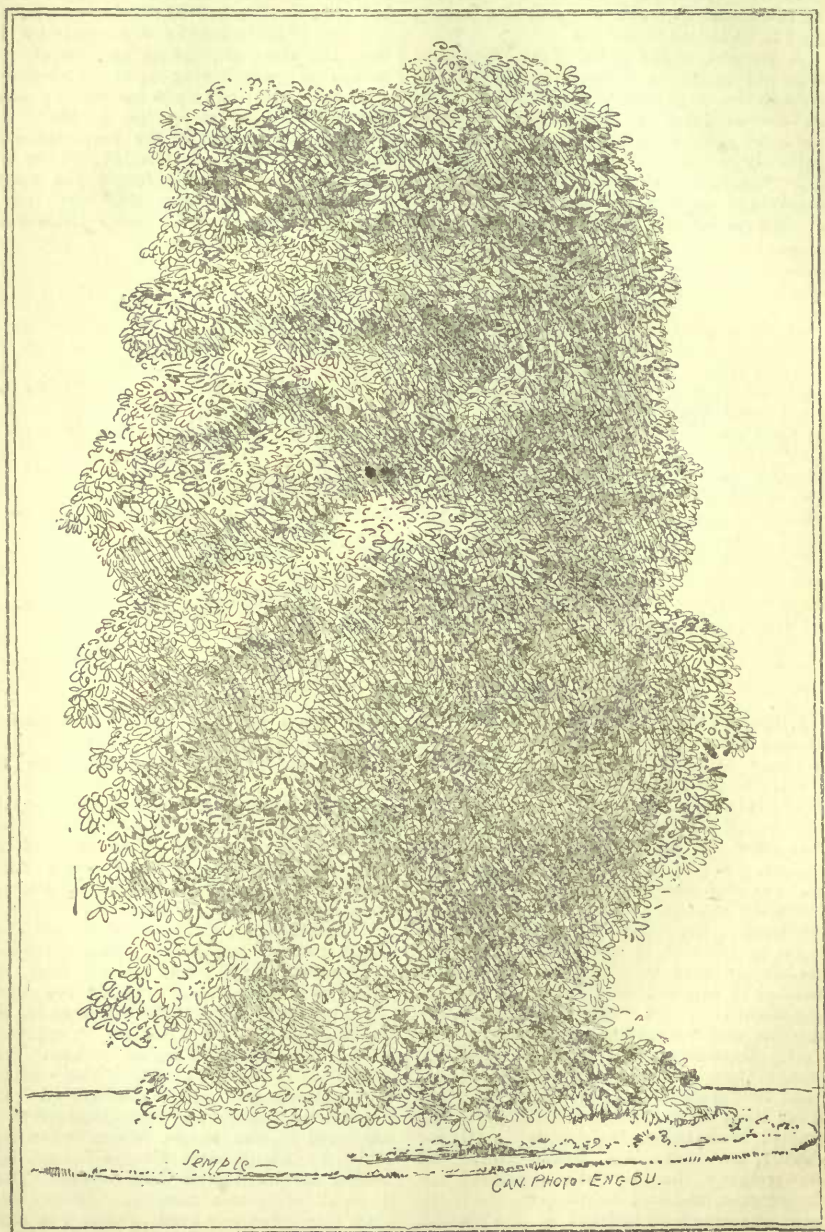
ary, 1813, of their colors, one of which, that bearing the motto, "Deeds Speak," being specially worked by the young ladies of York. It is a pity that the names of these patriotic young ladies cannot be given in detail. All unfortunately, that is known is that Miss Powell, daughter of the Chief Justice, was one of them.

It has been absolutely necessary to condense the account of the presentation as contained in the "Coventry papers," though as far as practical the original wording has been adhered to. The young ladies of York had worked this banner intending to present it to the regiment immediately upon its return from the expedition to Detroit. Hostilities suddenly recommenced, though, and the intention was delayed. Some time later, after the lamented death of Sir Isaac Brock, Sir R. H. Sheaffe, the general commanding the troops in Upper Canada, having it in his power to attend the ceremony, the day was appointed for the purpose, and at 1 o'clock p.m. the regiment was drawn up in front of the church at open order to receive and salute the general and his suite as they passed. The service and ceremony will be described

in full from any account of a discourse, which derived much of its effect from the earnest sincerity so conspicuous in the preacher."

The account, after explaining that the immediate commanding officer of the regiment, Colonel Chewett, was unavoidably absent, so the men were under Major Allan (father of the Honorable G. W. Allan, of Moss Park), proceeds thus :—

"Dr. Strachan, after the discourse was ended, resumed the pulpit, and ascending a stage which had been erected near the pulpit for the occasion, requested the young ladies who had wrought the standard for the 3rd Regiment of York Militia to approach with the person whom they had chosen to present it. The Rev. Dr. Strachan then consecrated the Regimental Colors and the Standard to be presented by the ladies, which were supported by Lieutenants George Ridout and Samuel Jarvis, of the 3rd Regiment." Here let us dress for a moment. Nearly fifty years later than this event, namely, in 1869, when the 100th Prince of Wales' Royal Canadian Regiment were presented with their colors by the heir apparent, John



MAJOR ALLAN'S CHESTNUT TREE.



Gibbs Ridout, a nephew of Lieutenant George Ridout was one of the ensigns who received them, he being an officer in the 100th. But to return to the story, the prayer of consecration was offered by Dr. Strachan, and on its conclusion "Miss Powell, daughter of the Honorable Mr. Justice Powell, presented the colors to the major with this short, elegant and animated address, spoken in a manner so amiably and unaffectedly diffident and in a tone so interestingly appropriate to the sentiments of the occasion and to the fair presenter that it infinitely heightened the solemnity and increased (I speak from my own feelings) the rapture of the scene."

Miss Powell's speech was as follows:

"The young ladies of York, in presenting a banner to you, their brave and successful defenders, perform a duty most grateful to their own feelings. They are proud to imitate the example of the most distinguished of their sex among the virtuous and heroic nations who have always rejoiced in giving public testimony of their gratitude to their countrymen returning from victory.

"Receive then this ensign of union as a token of their lasting esteem and the harbinger of increasing glory.

"Receive it as a proof also that they strongly participate in that generous patriotism which burns with so pure a flame throughout the province. And when you behold it unfurled in the day of battle, let it become a kind remembrance of the unlimited confidence which they place in the efficacy of your protection."

Major Allan received the colors from Miss Powell and handed them to Ensigns Charles Denison and Edward Thompson, the junior officers of the regiment, returning, says the account, "to the lovely donors of them this reply:

"MESDAMES—

"This regiment of militia receives of the young ladies of York with the most grateful acknowledgment this consecrated banner." The Major then proceeded in a business-like and soldierly way to add that the regiment had honestly tried to do its duty in the past and would for the future. The gallant major concluded his very brief address by assuring the regiment's fair benefactors that "the flattering confidence you place in the efficacy of our protection shall not be disappointed." The ceremony inside the church then ended. Emerging from the sacred building the troops formed close column of companies and were addressed with a few words of hearty congratulation by Sir Roger H. Sheaffe. Major Allan also addressed them, stating the circumstances

attending the gift and adding "they who have consigned these colors to our charge zealously hope that we shall never abandon them, but with life." And he brought his brief but pointed address thus to a close:

"March then under these colors inspired by that pure honor which characterizes the Christian soldier, which inspires him with reverence for religion and loyalty for his sovereign and makes him the humane protector of the fallen."

These colors are now in possession of Mr. G. W. Allan, and, as can be seen from the engraving given of the interior of that gentleman's museum at Moss Park, form a prominent feature in its contents. The noble chestnut tree immediately opposite Mr. Allan's house, of which an engraving also is given, was planted by Major Allan, who commanded the West York when they received these flags. It was only in the natural order of things that in 1870 Mr. Allan was gazetted lieutenant-colonel of the regimental division of West Toronto, and Richard L. Denison, a nephew of the Ensign Denison who first carried one of the colors, as lieutenant-colonel of East Toronto, these two divisions being fairly representative of the old regiment. As soon as Mr. Allan was gazetted to this command he made a vigorous search for these standards, but they had mysteriously disappeared, and not without great difficulty were they recovered. Mr. Allan, with that courtesy he is ever ready to extend to all requiring information, in reply to inquiries made writes:

"Colonel Denison and I, as our regimental divisions had to a certain extent taken the place of the old 3rd York, agreed to make a vigorous search for the old colors of the regiment. So far as we could learn they had been for many years in the custody of the late Colonel Duggan, but he was dead, None of his family could give us any information about them, and the militia authorities were entirely ignorant of what had become of them.

"Colonel Denison died in 1878, and I had nearly given up the search as hopeless, when one day I received a letter from my friend, the late Mr. Fennings Taylor.

"This set me on a fresh search again, and, finally, through the kind assistance of Mr. E. H. Duggan, a son of the late Recorder Duggan, who had taken a great deal of interest in the matter, the two flags, the Queen's color and the white silk flag, were found in a very sorry condition in the attics of the Normal school buildings.

"It seems from all I could learn that when the buildings were first opened a conversation was given there in honor of the then Governor-General, Lord Elgin. Flags were

borrowed wherever they could be obtained to decorate the rooms, and these among the rest, and but for the diligent search made for them, they would probably have lain there until they had entirely fallen to pieces.

"Of course I was only too rejoiced to secure these two flags, even in their damaged condition, but what I exceedingly regret is, that the regimental color, which I perfectly recollect having seen when a boy—and which had "Detroit," "Stoney Creek," and other places where the flank companies of the regiment were engaged—worked in yellow silk on the bunting, is I fear hopelessly lost.

"I have made diligent search and enquiry everywhere where I thought it was at all likely to be found, but in vain, and if as was probably the case, it was lent with the others, on the occasion I have referred to, we shall never I fear see the old flag again."

These colors were preserved all through the remainder of the war of 1812 and encountered some singular vicissitude, being, it is said, on one occasion buried in a garden to prevent even the possibility of their being captured, but since the war were never unfurled, except in presence of an admiring public. The last time they are known to have been used by the militia was in 1859, on the occasion of the inauguration of General Brock's monument by General Sir Fenwick Williams of Kars.

The East York Regiment was not embodied again after peace was proclaimed in 1815, until the rebellion of 1837, when its officers were as follows:—

Colonel—George Duggan.

Lieut.-Colonel—John W. Gamble.

Majors—J. B. Brooks, Samuel Nation

Captains—William Baldwin, John Taylor, John Playter, Alex. Murray, George Duggan, jr., James Brown, James Beatty, John Sproule, Thomas Dennie Harris.

Lieutenants—Edward Hitchins, Thomas Bell, J. C. Morrison, Joseph Workman, William Cawthra, Thomas Milburn, Nicholas Crawford, John Duggan, John Warffe, J. D. Rideout.

Ensigns—W. A. Geddes, Peter Heward, A. McDonnell, D. Patterson, B. W. Roberts, Edward Nation, A. H. Milton, John Moore.

At the close of the rebellion, with the exception of the annual muster, no further duty was exacted from the East York, and in 1855, on the reorganization of the entire militia of both Upper and Lower Canada, it ceased to exist.

Before closing this article a few words may be said in reference to the Queen's color, which is none other than the Union Jack of the present day, which has been, as

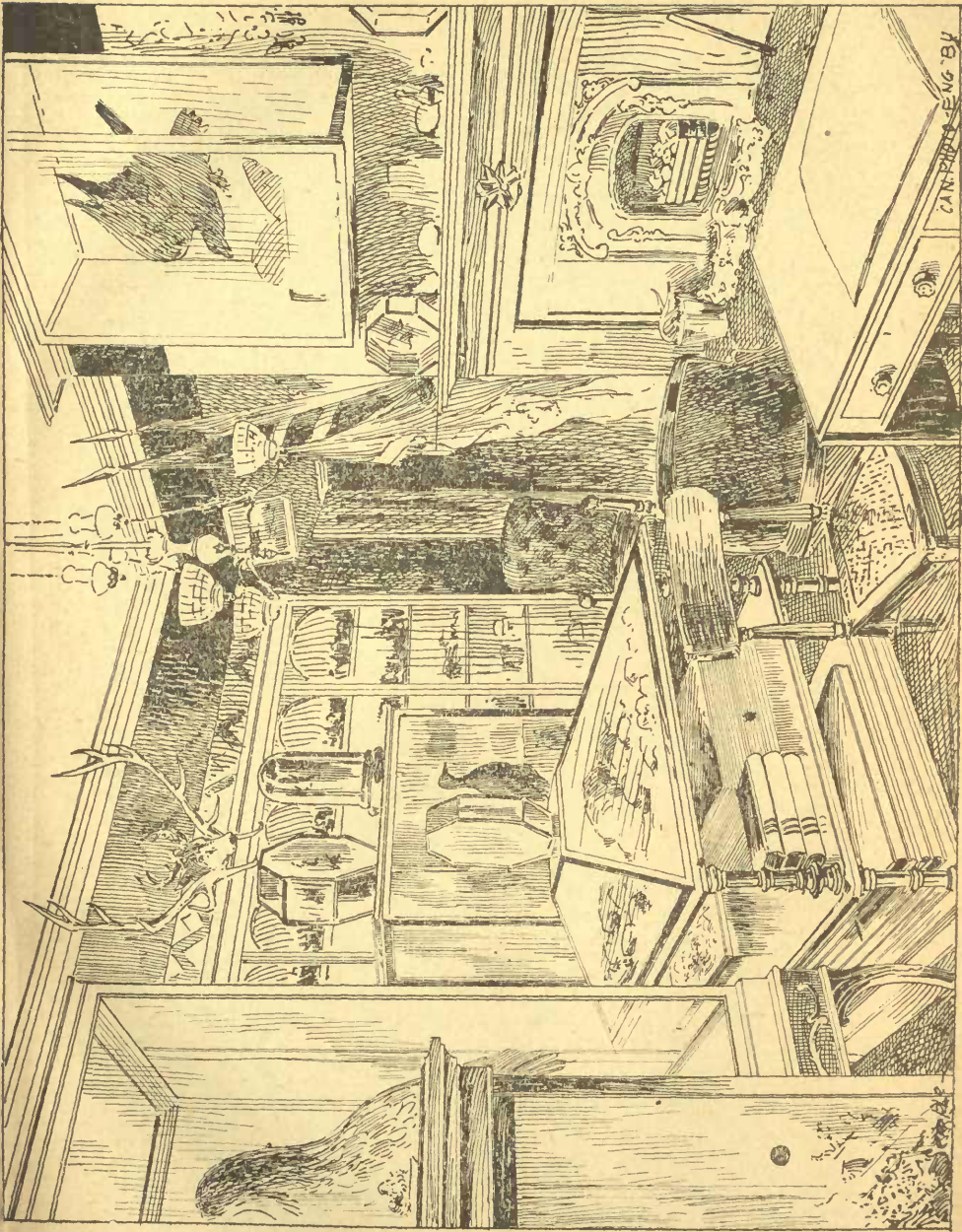
it is now, with its triple crosses, since the union of Great Britain and Ireland in 1801. It may be thus described:—It: groundwork is blue, and on this is first placed a white cross, diagonally laid, the width of which is one-fifth the width or hoist of the flag; that is to say, if the flag is 30 ft. long in the fly and 15 ft. wide in the hoist, the St. Andrew's flag is three feet wide. On this cross is placed the red diagonal cross of St. Patrick, one-fifteenth the width of the flag, with a white border, or fimbriation, of one-thirtieth the width. Thus one-half of the white cross is covered by the red cross and its white border, but as the St. Andrew's cross represents the senior member of the trio in the Union, the white is uppermost in the first quarter of the flag. Then on top of these is a white upright cross one-third the width of the flag, and on this again is the red cross one-fifth the width, thus leaving the white cross showing as a border for the difference in their respective widths, or one-fifteenth the width of the flag. Thus, supposing the flag is 30 feet long and 15 feet wide, the upright cross of red is 3 feet wide, with a white border 12 in. wide on either side. The total width of the diagonal cross is 3 ft., of which there is 18 in. white, 12 in. red, and 6 in. white, arranged the broad white uppermost in the first quarter and the narrow white in the others. The first Union Jack dates from the crusades, and there were various alterations or additions to its pattern until 1801. Since then it has remained unaltered. Should the descendants of those who once formed the East York Militia ever be called upon to defend it, they no doubt will do, as their forefathers did, their duty.

#### A Forgotten Factory.

Less than forty-five years since—in fact as late as 1851—there stood on the eastern side of Church, between Gerrard and Carlton streets, the glue factory of Mr. Samuel Carr.

Beyond this factory there was a large patch of bush land, without any heavy timber certainly, and this was a great resort for the idle youths of Toronto. Church street then only extended to Carlton street, and for some very short distance there was a sand road which terminated in this wood, which was known as "Molly Wood's Bush."





INTERIOR VIEW OF HON. G. W. ALLAN'S MUSEUM, MOSS PARK.





## CHAPTER CCXXXII.

## THE QUEEN'S OWN RIFLES.

**The Battalion's Story from the Date of its Formation Thirty Odd Years Ago—its Good Service on Many Fields.**

The militiaman cherishing the most proper pride in his own battalion will assure the civilian that the corps of which he is a member has at least one feature which makes it pre-eminent in Canada's volunteer force. Perhaps, if it be that he belongs to a rural battalion, he will point out that in physique the corps is head and ears above anything in the country. Or it may be that the battalion possesses an exceptional number of crack shots. Again, the officers may be the smartest set in the land, or the adjutant the only man in the service who has a proper appreciation of his duties.

But let any member of any corps in the Dominion be asked which, of all Canadian volunteer organizations, he esteems the most complete in every respect, and the answer will come, in nine cases out of ten, "The Queen's Own Rifles."

So this must be one of the cases in which what everybody says is so. To tell Torontonians why it is so would be as unnecessary as useless. The Queen's Own Rifles is Canada's crack battalion because it has won its title to the position.

Many men, fathers of grown up families now, were lusty young chaps when the Q. O. R. formed. But one battalion, the Prince of Wales' Rifles, of Montreal, is its senior, and that by a scant five months. Therefore, the Queen's Own numbers second in the list of ninety odd infantry organizations.

It was a member of the warlike Denisons who originated, in 1860, a plan for the formation of a volunteer battalion for the city of Toronto. In 1856 several volunteer rifle companies had been organized in Toronto. These companies, while regularly drilled, were separate and independent organizations, under the control of the inspecting field officer of the province.

Col. Geo. T. Denison, sr., proposed to the Government the organization of a rifle battalion and, the required assent being given, a meeting of the officers of the various companies was called. At that time there were only four efficient companies in the city, and the officers of the Brampton and Barrie companies were invited to attend, as six were necessary for a battalion. At the meeting everybody was in favor of the plan and on April 26, 1860, the following companies were gazetted as the 2nd

Battalion Volunteer Militia Rifles of Canada :—

## THE FIRST COMPANIES.

1. Barrie Rifle Company, Capt. Wm. S. Durie
2. First Rifle Company, Toronto, Capt. Geo. Brooke.
3. Third Rifle Company, Toronto, Capt. John Nicolson.
4. Highland Rifle Company, Toronto, Capt. A. M. Smith.
5. Foot Artillery Company, Toronto, Capt. Hy. Goodwin.
6. Highland Rifle Company, Whi. by, Capt. Jas. Wallace.

It was originally intended that the Brampton company should be incorporated with the new battalion, but for some reason the Whitby company was substituted in its place. No. 1 Company was afterwards drafted into the 35th Battalion, and No. 6 into the 34th, their places and numbers being taken by new companies recruited in Toronto.

The field officers and staff were :—

Lieut. Col.—Captain and Brevet Lieut. Col. Durie, from No. 1 Company.

Majors—Capt. Brooke, from No. 2 Company; Capt. Smith, from No. 4 Company. Paymaster—Major R. B. Denison, from unattached list.

Adjutant—Capt. Goodwin, from No. 5 Company.

Quartermaster—Capt. and Brevet-Major Nickinson, from No. 3 Company.

Surgeon—Jas. Thorburn, M.D., from late 4th Rifle Co., Toronto.

Asst. Surgeon—Frank Ball, Toronto.

In the latter part of 1861 and beginning of 1862 other independent companies were organized in the city, for the young men of Toronto were, as a newspaper of the time said "seized with a very ardent military fever. It is now the desire of our young bloods to become learned in the glorious art of war, and they may be seen drilling in the market place on any of these fine summer evenings. A favorite walk for many of our citizens is to the drill ground, where the marching, counter-marching and other intricate manoeuvres are witnessed with much interest."

If the "marchings and counter-marchings" were as stiff as that paragraph the warriors must have had the proverbial pokers where they would materially aid in producing a military carriage.

The new companies which were organized were commanded by Capt. Latham (No. 7), Capt. Murray (No. 8), and Trinity College, (No. 9), whilst others did not join until Nov. 21, 1862, when the corps was raised in strength to ten companies, the Barrie and

Whitby companies again becoming independent, while Capt. Latham's company was transferred to the 10th Royals, of Toronto. The *Gazette* of the date mentioned states the regiment to have been made up of the following companies:—

No. 1—Capt. D. G. McDonald, No. 2 Co., in original formation.

No. 2—Capt. James Smith, No. 3 Co., in original formation.

No. 3—Capt. Peter Paterson, No. 5 Co., in original formation.

No. 4—Capt. W. R. Harris, 1st Merchants Company.

No. 5—Capt. Wm. Murray, 2nd Merchants Company.

No. 6—Capt. L. W. Ord, Victoria Rifles.

No. 7—Capt. Robt. Spence, Civil Service Rifles.

No. 8—Capt. R. B. Denison, Trinity College Rifles.

No. 9—Capt. Hy. Croft, University College Rifles.

No. 10—Capt. A. T. Fulton, No. 4 Co. in original formation.

On 18th March, 1863, permission was given to adopt the title of "The Queen's Own Rifles, of Toronto," which on 13th January, 1882, was amended by the substitution of the words "of Canada" for "of Toronto."

#### THE REGIMENTAL BADGE.

Until March of 1863 the battalion was without a regimental badge and belt ornaments, and there were many differences in the minutiae of the uniform as worn by officers. In 1863 the present badge was adopted and worn without change until 1875, when a black enamelled cross for officers and a scarlet one for sergeants were substituted for silver and bronze respectively. In February, 1879, the badge and ornaments were gazetted as special to the regiment.

It would not be going beyond the truth, as known to every militiaman in Toronto, to say that Col. W. D. Otter was the man who brought the regiment from a by no means firm establishment to the pre-eminent position which it assumed soon after his promotion to important rank. It were a waste of words to tell Torontonians of the military abilities of the commandant of the Toronto detachment of the Canadian Regiment of Infantry. Col. Otter has met with as great success at the New Fort as when he commanded the Queen's Own. No higher compliment could be paid.

Col. Otter joined No. 6 Company upon its formation, and served as private and sergeant. He was appointed staff-sergeant, and shortly afterwards lieutenant of No. 1 service company, which did duty at Niagara for nearly three months in 1864-5, at the time of the first Fœlan scare. Upon the return home of the defence force he was appointed

lieutenant of No. 1 company of the regiment, and a few months afterwards was advanced to the onerous post of adjutant. He it was who first instituted the keeping of a regimental record, the ponderous volume which is now Adjutant Mercer's most valued charge, the loss of which would cause more wrath to the staff of the regiment than the resignation of half of the members.

Some of the young men who for pay sit on high stools in merchants' offices and write all day long in obese ledgers would do well to look at this Queen's Own record, wherein are set forth in Adjutant Otter's even, clerkly hand the doings of the bold riflemen. The handwriting is the writing of the man who goes about his business, knowing just what he wants to do, how he shall do it without waste of words or time, and who, having planned his labors, carries out his plan without slip or misstep. Had not Col. Otter chosen to make a first-class soldier he could have been an exemplar to engrossing clerks the world over.

Lieut. Col. Otter spent much time and trouble on the Queen's Own regimental records, and that what may be termed the skeleton of the history of the corps is in such perfect condition is due to him.

#### THE FIRST PARADE

It was on the Queen's birthday, 1860, that the first regimental parade of the battalion was held. Companies 2, 3, and 4 assembled at 10 o'clock, and after drilling for a time, marched through the town to the Parliament grounds, where a *feu de joie* was fired. The townspeople turned out in great numbers, and in the afternoon the regulars, then stationed at the Fort, and the volunteers attended the races.

It was in September of the same year that the youthful Prince of Wales, under the ciceronage of the Duke of Newcastle, visited Toronto. The Heir Apparent was received with many demonstrations of affection, and was furnished with a guard of honor from the regiment, commanded by Capt. Fulton, with Ensign Brown as subaltern. On Sept. 12 the corps was reviewed by His Royal Highness in the Queen's Park. The companies present were Nos. 1, 2, 3 and 4, the Barrie company having been brought in for the occasion. The various movements were performed very satisfactorily, and the Prince expressed his surprise at finding such a young corps so proficient in drill.

At this time No. 2 Company drilled in a large room at the top of the building at the north-eastern corner of King and Nelson (now Jarvis) streets, while Companies 3, 4 and 5 practised in St. Lawrence Hall.

The second year of the battalion's history,



1862, was uneventful. The usual Queen's Birthday parade took place, and on October 18 Companies 2, 3, 4 and 5, with the First and Second Troops of York cavalry and the York Field Battery, paraded for brigade drill on the Garrison Common, being inspected by Lt. Col. MacDougall, inspecting field officer.

In 1862 the corps was put fairly on its feet. By a general order dated November 21 its strength was increased by the addition of the companies mentioned above, while the Barrie and Whitby companies were taken off the strength. On September 24 the reorganized corps was inspected on the Spadina Avenue Common by the Governor-General, Lord Monck. The day's exercises were marked by a casualty, Major Brooke being thrown from his horse and having his leg broken.

WINTER UNIFORM SELECTED.

On Dec. 18 of the same year the officers held a meeting at which it was decided to wear winter uniforms as follows:—Dark grey coat trimmed with grey fur, grey fur cap with black leather peak, and long boots or knickerbockers reaching to the knee. The remaining portion of the uniform, says Lieutenant-Colonel Otter, "was similar (or supposed to be) to that of officers of H. M. rifle regiments." The knickerbockers must have been a curious innovation in military uniform. During the month a band was formed under the leadership of Mr. A. Maul, an Englishman who had served in the Imperial army.

Although the regiment was young in years it was not long before death set its mark upon one of the staff. On Jan. 21, 1863 Assistant-Surgeon Frank Bull died and was buried with military honors. At the funeral Companies 4 and 6 formed the escort under Capt. Ord.

On February 11 of the same year the first concert and ball in aid of the band fund was given in the Music hall, and was an entire success, the sum of \$286 being netted.

It was on March 18 that the special designation of Queen's Own was conferred, as per the following letter:

ADJUTANT-GENERAL'S OFFICE,  
Quebec, 14th March, 1863.

SIR,—With reference to my letter to you of the 15th inst., I am desired by H. E. the Commander-in-Chief, to acquaint you that Her Majesty has been pleased to approve of the 2nd Battalion Volunteer Rifles of Toronto being designated in future "The Queen's Own Rifles of Toronto." I have the honor to be, etc., etc.

A. DE SALABERRY, Lt.-Col.  
Dep.-Adj.-Gen. Militia.

Lt.-Col. Durie, Toronto.

In May the standing orders of the regiment, as adopted by the officers, were approved by the commander-in-chief.

Queen's Birthday, 1863, was signalized by a parade of the regiment at the Normal school grounds, where Mrs. Draper, wife of the Chief Justice, on behalf of ladies, the relatives and friends of the officers, presented a splendid mace to Lieut.-Col. Durie for the use of the band. After the presentation the battalion paraded to Spadina avenue, where, in conjunction with the 30th regiment, the Royal Artillery and 10th Battalion Volunteers, a *feu de joie* was fired, after which Major General Napier, C.B., reviewed the forces.

A GRAND REVIEW.

On Oct. 8 there was a grand volunteer review on the Denison common, at the head of Crookshank lane, at which 900 regulars and 3,200 militia were present. Major-General Lindsay was in command. The Queen's Own were brigaded with the 10th Battalion, the Volunteer Artillery and the Naval Brigade under Col. Peacocks.

In May of 1864 the officers provided themselves with patrol jackets and forage caps, and on the Queen's birthday the usual parade, in conjunction with the regulars and 10th Volunteers, was held on the Spadina avenue common. In June the battalion took possession of the new drill shed which had been erected in the large vacant field to the east of the old Parliament Buildings, joining Simcoe street. About this time companies 6 and 8 became disorganized owing to neglect on the part of their respective captains, and for some time were ineffective.

In this year the war of secession in the United States was at its height, and a party of Southern sympathizers made the famous raid upon St. Alban's, Vt. The United States Government strongly protested against their border towns and cities being invaded and sacked by expeditions from Canadian soil, and a force of three administrative battalions was ordered to the frontier by the commander-in-chief. The Queen's Own was ordered to find two companies, each sixty-five strong, to form a part of this force. The two companies were speedily formed, the first consisting of men from Companies 1, 2 and 3, and the second from the remainder of the battalion, with a few from No. 3 Company. On Dec. 30 the two companies proceeded by way of St. Catharines to Niagara under the following officers:

No. 1 Company.	No. 2 Company.
Capt. Jas. Brown.	Capt. C. J. Gillmer.
Lt. W. D. Otter.	Lt. W. D. Jarvis.
Ens. Jas. Bennett.	Ens. W. Corbould.
Adjutant, Ensign and Acting Capt. Dixon.	

Messrs. Jarvis and Corbould, though not at the time officers, were given commissions as

there were not sufficient officers able to leave their employment.

The companies went into barracks at Niagara, finding already there a company composed of men from several battalions. The whole was under command of Lt.-Col. Durie, of the Queen's Own. The section of the regiment left in Toronto was under command of Capt. Croft. The service companies put in four dreary months at Niagara, and in April, 1865, returned home, having seen no active service. On June 21 the battalion participated in a review at Barrie. Major General Napier inspected the corps.

In these days funds were none too plentiful, and in order that the band fund might be augmented, an entertainment was given in the drill shed, for which the services of a forgotten celebrity, Harry Leslie, the "Canadian Blondin," were engaged. The venture did not prove successful. Notwithstanding Mr. Leslie's faculty for securing successful balances there was a deficit of \$75. In September, 1865, the first annual rifle matches of the battalion were held on the Garrison common. Upwards of \$300 was given in prizes, and the competitors numbered over eighty. At an entertainment in the evening Major-General Napier distributed the prizes.

#### THE BATTALION PROSPEROUS.

All was now running smoothly. The regiment was in a good financial condition and the enthusiasm of both officers and men augured well for its future. In the first week of November word reached Toronto of hostile demonstrations by Fenians on the Niagara frontier, and, in consequence a guard from the 10th Royals and Queen's Own was ordered to protect the drill shed against possible incendiaries. At first this guard consisted of one sergeant, one corporal and six privates, furnished alternately by the two battalions. A week later, however, further alarms were given, and the protective force was increased to 12 non-coms and privates, under an officer. On Nov. 15, a night attack was anticipated and a picket of 30 men under Capt. Jarvis with Lt. Morison and Ensign Campbell kept watch all night. Nothing occurred. The townspeople nevertheless remained in a state of fear, and on Nov. 15 the Government decided to send a force to the frontier. The Queen's Own were ordered to furnish a company of 65 men for the service. A parade of the battalion was held the same evening, and a call for volunteers not being entirely successful, drafting was resorted to. It was stated, and was known to be the fact, that many men who were anxious to volun-

teer were informed by their employers that their places would be filled if they joined the force.

Capt. Jarvis was nominated for the command of the service company, with Lieut. Morison, of No. 2, and Ensign Campbell, of No. 9, as subalterns. On Nov. 20 the company left for Sarnia. On Nov. 27 the commanding officer, Lieut.-Col. Durie, was appointed assistant adjutant-general, and, Major Smith waiving his claim, Junior Major Gillmor was placed in command until further orders.

The service company was now doing duty at Sarnia, but on January 30, 1866, the whole battalion was ordered to prepare for service in consequence of further Fenian alarms. Parades were held tri-weekly, and the scare was beginning to die away, when, at 11 p.m. on the evening of March 7th, the battalion was ordered to parade at once. All night officers and sergeants drove about the city warning their men, and at 10 o'clock on the morning of the 8th inst., the battalion paraded in the drill shed 417 strong. Orders were issued for the men to parade daily at 10 a.m., and 2:30 p.m. for drill.

As may be conceived, the business men of the city felt greatly the effect of these orders. Clerks were compelled to abandon their desks to attend drill. Strong objections were made and, in order to relieve the employers, on March 12 the battalion was allowed to drill every evening in place of during business hours.

This Fenian alarm made for the benefit of the regiment, for, says Col. Otter, "During the excitement occasioned by the general turn-out of all the volunteers in the country at the time, advantage was taken of the military ardor then prevalent to reorganize Companies 3 and 6, which was done by Messrs J. B. Boustead and G. M. Adam, the remaining companies being filled up to their strength, viz: 65, and No. 5 to 80, which it had been specially permitted to do."

#### A RIOT IMMINENT.

On St. Patrick's day the Hibernian Society avowed its intention of parading the streets, while the great majority of the townspeople avowed that no procession should be held. Representations were made to the Hibernians that in the state of public opinion such a course would be inadvisable. The Queen's Own, together with the 10th Royals and a provisional battalion which had been organized, were under arms in the drill shed from 10 a.m. until 4:30 p.m. At this parade the muster of the Queen's Own was 39 officers and 666 men, inclusive of the service company at Sarnia and the Upper Canada College company, which was attached. On March 31 it was ordered that the evening parades



be discontinued, instead of which the battalion was ordered to drill two days per week, forenoon and afternoon alternately. The officers were to receive pay, without allowance, while non-coms and men were to be paid 50 cents per drill.

The service company returned from Saranac April 4, leaving behind 26 men who had been transferred to the provisional battalion under Capt. Jarvis, who was serving as Lt.-Col., with Ensign Campbell as lieutenant and adjutant.

On May 24 the usual review was held, but, previous to the battalion leaving the shed a pleasant event took place. Major Gillmor, on behalf of the officers of the battalion, presented Captain and Adjutant Otter with a splendid charger and appointments. A review on the then far-stretching commons near St. Stephen's church followed, after which Major-General Napier informed the volunteers that they were relieved from duty and that their pay would cease.

It was not for long, however, that the citizen soldiers were permitted to lay down their arms. On May 31 at 6 p.m., Major Gillmor received an order to proceed on the following day with 400 men to Port Colborne. Rumors of Fenians crossing the border at Fort Erie had reached Toronto, and there was another night of wild excitement. The announcement of a few days before that the volunteers were to return to their peaceful avocations had been received with delight by many thousands of wives, sisters and sweethearts. Now, war's alarm once more awakened the city, and all was bustle and preparation. The uniforms were donned again, the men hurried to the drill shed and prepared at once to leave for the frontier.

#### EN ROUTE FOR THE FRONT.

It was half past four in the morning of June 1 that the battalion mustered in the drill shed, 356 strong, with Lt.-Col. Gillmor in command. The town had been astir all night, and the haversacks were filled with comestibles furnished by the friends of the citizen-soldiers. At 5:30 the word was given to march. Even at this early hour thousands were astir, and at the wharf, where the steamer City of Toronto was boarded, a dense crowd had gathered. As the steamer put out into the bay cheer after cheer went up, answered bravely by the volunteers, some of whom were never to return home alive. Doubtless the frequent alarms of war had given the men a feeling of doubt as to whether there would be any fighting in this latest expedition, and it is stated that the journey across the lake was passed in a manner to which young men are accus-

tomed. Arrived at Port Dalhousie, the battalion entrained and were speedily carried to Port Colborne, where the officers and men were billeted upon the townspeople. The people of Port Colborne were in a state of great apprehension, for a report had gained currency that the invading Fenians had during the morning crossed the Niagara and had effected a lodgment on Canadian soil. The usual guards were set, and tired soldiers and fearful townspeople were soon wrapped in slumber.

Bright and early the next morning (June 2nd) the battalion was under arms. All manner of reports as to the movements of the Fenians were in circulation, and the volunteers were ordered to be in readiness to march upon a moment's notice. During the morning information of the enemy's movements was received, and at 12:30 p.m. the battalion marched to a train upon which were the 13th Battalion of Hamilton and the York and Caledonia Rifle Companies, which had arrived the night before. At 4:30 a detachment of 125 officers and men of the Queen's Own from Toronto came in.

It had been intended that the force should leave Port Colborne at 2 a.m., but further orders from Col. Peacocke of H. M. 16th Foot instructed the commanding officer to remain at Port Colborne until 5 a.m. At that hour the force left Port Colborne, the strength being:—Queen's Own, 480; 13th and York and Caledonia Rifle Companies about 400. The whole force was under command of Col. Booker, of the 13th. The run to Ridgeway was made in quick time, and the brigade there detrained and marched toward Stevensville for the purpose of forming a junction with Col. Peacocke's column. The advanced guard was composed of No. 5 Company, Q. O. R., armed with Spencer repeating rifles. The remainder of the battalion, with the 13th and York Rifle Company, formed the main body of the column, and the rear guard was furnished by the Caledonia Company. In this order the column moved forward about two miles, when the Fenians were discovered in the front. The advanced guard was immediately extended from the centre, with Companies 1 and 2 on its left and right, No. 3 centre supports, No. 4 left, No. 7 as a flanking party on the left, supported by No. 8, and No. 6 flanking to the right. Nos. 9 and 10 were in reserve. After a further advance of half a mile, No. 6 was sent as a support to No. 2 on the right.

#### COL. OTTER'S STORY OF THE FIGHT.

Col. Otter says:—“Immediately the Fenians, who were extended behind the fences, their main body being well posted



in a wood, opened fire, which was returned by our own men, who continued steadily advancing. The firing became general, being heaviest on our centre and right. At almost the first fire Ensign McEachren was hit in the stomach and, being taken to the rear, died in twenty minutes.

"We continued diving them for about an hour, when, our skirmishers being reported out of ammunition, Nos. 9 and 10 Companies were sent to the right, and the 13th Battalion ordered to relieve us, which they did by sending out three companies to skirmish. They had not been engaged for more than fifteen minutes before the cry of "cavalry" was raised at seeing two or three Fenian horsemen advancing towards us. Col. Booker ordered the reserve (Queen's Own) to prepare for cavalry and the companies forming it, viz: Nos. 1, 2, 3, 5 and 8 formed square. The mistake was immediately seen, and the order given to re-form column and the two leading companies to extend. On re-forming, the reserve, being too close to the skirmish line, was ordered to retire. The left wing of the 13th, who were in our rear, seeing our men retire and thinking we were retreating, broke and retired in a panic, on seeing which our men also broke and ran. Just previous to this the Retire was sounded to Nos. 1 and 2 of the Queen's Own, who, not seeing the necessity of the order, disobeyed until it was again sounded, when they reluctantly moved to the rear, the remainder of the skirmish line doing the same, though not understanding the reason of their recall. On seeing the reserve in disorder they, too, became disorganized and fled. The fire of the now pursuing Fenians became hotter than ever and the volunteers being crowded up in a narrow road, presented a fine mark for their rifles, causing our poor fellows to fall on all sides.

"It was in vain that the officers endeavored to rally the men. Several times squads, and even a company, were collected, but never in sufficient force to check the pursuit, though a constant fire was kept up until the Fenians ceased following. For the first two or three hundred yards it was a regular panic, but after that the men fell into a walk, retiring in a very orderly manner, but completely crestfallen."

This is the plain, unvarnished tale of the battle of Ridgeway, as told by a faithful historian. Lieut. - Colonel Otter "nothing extenuated nor set down aught in malice." In all the years that have since gone by there have been many disputations as to whom the blame of the lamentable fiasco was due, but, as will be seen, Col. Otter permitted himself to make no comment.

The Fenian invaders pursued to Ridgeway

station, where they abandoned the action and moved upon Fort Erie. The Canadians returned to Port Colborne, tired, hungry and ill-disposed to speak of the day's proceedings. They had had no sleep the preceding night nor had they eaten aught that day.

In closing his account of the action, Lt.-Col. Otter says, "Had the 'Retire' not been sounded we should have beaten them in 10 minutes more, for part of their force was actually retreating before we commenced to retire. General O'Neil, in command of the Fenians, and other officers of their force, owned to some of our wounded whom they captured (owing to our not having ambulances or vehicles of any description), that we 'behaved splendidly,' and were mistaken by them for regulars, owing to our steadiness, and that had we fought for five minutes longer they must have succumbed, as their men were fast becoming demoralized."

The following is a list of the Queen's Own killed and wounded:—

#### KILLED.

- Private J. Smith, No. 2 Company.  
Lance-Corporal M. Defries, No. 3 Company.  
Ensign H. McEachren, No. 5 Company.  
Private Alderson, No. 7 Company.  
Private Tempest, No. 9 Company.  
Private McKenzie, No. 9 Company.  
Private Mewburn, No. 9 Company.

#### WOUNDED.

- No. 1 { Ensign W. Fahey, knee.  
Private Ouester, leg.  
Sergt. H. Matheson, thigh (died 11 June.)  
No. 2 { Capt. W. Lahey, mouth (died 11 June.  
Private W. Thompson, neck  
No. 3 { Capt. J. B. Boustead, contused.  
Lieut. J. H. Beaver, thigh.  
Private Winter, thigh.  
No. 4—Private C. Lugsdin, lung and arm.  
No. 5. { Private C. Bell, knee.  
Private Copp, wrist.  
No. 6. { Lieut. W. C. Campbell, shoulder.  
Corp. P. Robins, knee amputated.  
Private Rutherford, foot.  
No. 7.—Sergt. W. Foster, side.  
Private G. T. Paul, knee.  
Private R. E. Kingsford, leg.  
No. 9. { Private Patterson, arm.  
Private Vander Swissen, groin.  
No. 10. { Col.-Sergt. F. McHardy, arm.  
Private White, arm (amputated).

In addition to the above several were sun-struck.

As may be imagined, the tired soldiers spent the early part of the night in deepest slumber, while the wounded were attended to by physicians hastily summoned. The

dead were brought to Toronto, and two days afterwards thousands followed the funeral procession to the last resting place of the brave volunteers.

On the morning of June 5, the day following the engagement, the battalion was aroused and paraded at 1 a. m. in consequence of an alarm which subsequently proved to be ill-founded. At 3 a. m. the soldiers were once more aroused, and were marched to a train, on which were the 7th Fusiliers, of London, and the 22nd Oxford Rifles, who had arrived the previous day. At 6 o'clock in the morning the train left for Stirk's crossing, about six miles from Port Colborne, where the force detrained and formed a column of route composed of the 7th Fusiliers, who furnished the skirmishers, the 22nd Oxford, the St. Catharines Home Guard, and the Queen's Own. The rear guard was furnished by the riflemen. Capt. Akers, of the Royal Engineers, was in command of the whole. Down the Garrison road, past the battle ground of the day before, the column passed, and, although the skirmishers were exceedingly vigilant, no Fenians were seen. Country people who had come considerable distances to view the scene of the late conflict, stated to Captain Akers that the Fenians had recrossed the Niagara after a skirmish with the Welland Field Battery and the Dunnville Naval Brigade. The march was continued to Fort Erie, where the column arrived at 2:30 p. m., immediately going into camp with the York Cavalry, the 10th Royals, of Toronto, the 19th Lincoln, a provisional battalion of volunteers, two batteries of Royal Artillery, and H. M. 16th, 47th and 60th regiments of Foot, the camp being in command of Col. Lowry, of the 47th.

The Queen's Own remained at Fort Erie, doing picket duty, until 1:30 a. m. of the 5th inst. when orders were received to strike tents, parade without bugle sound, and embark on a train which was in readiness. This was done at 3:30 a. m. June 5, and the battalion was safely entrained without any noise or clamor. On the train was found Col. (now Lord) Wolseley, Acting Quarter-Master General of her Majesty's forces in Canada. The destination of the battalion was unknown to all.

#### SENT TO STRATFORD.

The officers supposed it to be Toronto or Lower Canada, until at Hamilton orders were received ordering the corps to Stratford. The train arrived at that place at 5 o'clock in the afternoon, and the officers and men were speedily billeted upon the townspeople.

The York and Caledonia companies were also ordered to Stratford, and were attached to the Queen's Own as Companies 11 and 12. The Q. O. R. remained in Stratford until June 18. Besides the Toronto battalion there were also stationed in the town Capt. Gore's Battery of Royal Artillery and two companies of the 16th Foot, the garrison being under the command of Col. Wolseley for one week and afterwards under Major Bancroft, of the 16th. Drill took place twice a day. The Queen's Own every night formed a piquet of one company to guard the guns of the battery, which were at the railway station in order that they might be loaded more speedily in the event of a sudden alarm.

On June 17 orders came from Toronto recalling the Queen's Own, and on the following day the battalion left for home, much to the regret of the citizens of Stratford. On leaving the town the Mayor, on behalf of the citizens and corporation, presented an address to the commanding officer of the regiment expressing their regret at the battalion's removal, and testifying to the uniform good conduct of the men during their stay in Stratford.

An immense concourse of people welcomed the regiment back to Toronto, and although a heavy rain was falling the Queen's Own were met at the drill shed by Major-General Napier, C. B., commanding the district, who publicly thanked the officers and men for their services. They were then dismissed from duty. The strength of the corps upon returning to Toronto was 725, including the York and Caledonia companies.

#### WILLING RECRUITS.

The following gentlemen joined the corps as volunteers upon hearing of the action at Ridgeway:—J. E. Robertson, Adam Lillie, Edward Butt, (New York), Geo. M. Rae, Rusk Harris, Alex. Beecher, W. P. Cassels, E. P. Crawford, G. F. Duggan, F. W. Holmsted, Jas. Loudon,—Farewell, Wm. Mulock,—Radenhurst, M. C. Moderwell, C. W. Bell, P. M. Barker, and a number of others whose names have not been handed down.

On the evening of the 19th June, the Queen's Own gave a supper at the Queen's Hotel in honor of the officers of the York and Caledonia companies, who left on the 21st for home, the Queen's Own band "playing them off."

The citizen soldiers had now returned to their ordinary avocations, but they had by no means lost their predilection for the trade of war. On the evening of June 27th the weekly parades were resumed with a very large muster of all ranks. On July 18



there was observed a public holiday in honor of the Toronto volunteers. A dinner was given the whole force at the Crystal Palace, and an address presented by the Mayor on behalf of the citizens. On the evening of July 25 the corps marched out, passing by the residences of some of the wounded. At the residences of Ensign Fahey, Privates White, Lugedin, Ouester and Bell three hearty cheers were given.

#### IN CAMP AT THOROLD.

In August a camp of instruction was formed at Thorold, and on the 22nd the Queen's Own received orders to join it, leaving Toronto on the morning of the 25th. This was done, the City of Toronto carrying the battalion to Port Dalhousie, whence the corps marched to camp, immediately going under canvas. The force in camp consisted of a semi-battery of Royal Artillery, four companies of the 16th Regiment, the 13th Battalion of Hamilton, and the 22nd Oxford Rifles. Col. Wolseley was in command. The Queen's Own remained in camp eight days, drilling three times a day. On September 1st the battalion returned to Toronto. For the camp the men were paid \$1 per day and free rations, the officers full pay.

On November 14th, the weekly drills were continued, with a muster of only 180 officers and men. This number grew smaller until December 19th, when drill ceased. In a note Lieut.-Col. Otter states that the reason of the small attendance at drill was in great measure the sending of the battalion to camp at Thorold. Immediately upon returning from camp, numbers of men gave the necessary six months notice previous to leaving the force, as their business or employers would no longer permit their remaining volunteers when they might be compelled to sacrifice so much time to drill.

During December Mr. Charaupka, of Cobourg, was appointed bandmaster in place of Mr. Murdoch, who went into the service of the Grand Trunk Brigade.

In February of 1867 Corp. John Connor, of No. 1 Company, died of disease contracted in service, and was buried by his company.

On Feb. 21 the old Enfield rifles and bayonets were returned to stores previous to the issue of the Spencer repeating rifles.

Private A. Reed and Corp. Jas. Robins soon after succumbed to disease contracted on service, and were accorded military burials.

On March 6 the Spencer rifles were issued to the companies and the men were instructed in their use. Once more war's

alarm was heard, and on March 15 the battalion was ordered to parade three evenings in consequence of another Fenian raid being anticipated. On March 27 the number of duties was reduced to two a week, the officers to receive pay without allowances, and the men 50 cents per drill. On April 10th, 1867, the well-known shoulder strap bearing the letters Q.O.R. with the corps' regimental number was worn for the first time.

#### A REPUBLICAN COMPANY.

A long period of quiet and steady growth now ensued. On Dominion day, 1867, the first parade in Toronto in honor of the country's national day was held. The corps participating were: the 13th Hussars, the Royal Artillery, the 17th Foot, the 4th Battalion Grand Trunk Brigade, the 10th Royals, Volunteer Field Battery and Queen's Own. Col. McKimstry of the 17th Foot was in command, and the force was reviewed by Major-General Stisted, C. B. On Sept. 2 the first annual games of the regiment were given on the cricket grounds, at the corner of McCaul and College streets. The event was most successful.

On Oct. 9th, 1867, another change was made in the arming of the men. The Spencer was returned to stores, and 650 long Snider Enfields were issued for the use of the Queen's Own. This was the first breech-loading weapon issued to the battalion.

In November Lt.-Col. Gillmor resigned his commission, owing to his having lost his business position through volunteering. Major F. E. Dixon assumed command, but soon afterwards relinquished the colonelcy. Lt.-Col. Gillmor then resumed command pending the acceptance of his resignation. In December the Commander-in-Chief declined to accept the resignations of Lt.-Col. Gillmor and Major Dixon, and a few days later the commanding officer was appointed clerk to the Legislative Assembly of the new Province of Ontario.

In the following year, 1868, all moved smoothly, with the exception of an unfortunate conflict between the commanding officer and staff and the men of No. 5 company. This company desired, contrary to all usage, to elect a captain from outside the regiment. Lt.-Col. Gillmor would not hear of such a proceeding and No. 5 company resigned in a body. Three weeks afterwards the rebellious militiamen withdrew their resignations and all moved smoothly as before.

Another alarm was given in May, when the regiment was once more ordered to prepare for service at a moment's warning. Nothing came of this report, except an order to drill twice a week for three



weeks, the officers to be paid one dollar and the men fifty cents per drill.

In the autumn of 1863 the new Militia Act of Canada came into force, and all of the volunteer corps of the Dominion were reorganized. On Oct. 14 the Queen's Own mustered at the drill shed, and Lieut.-Col. Gillmor explained to the officers and men the provisions of the new Act. The companies were then dismissed to their several armories to re-enrol, and forthwith 150 rank and file signed the new company rolls. By December 29, this number had been increased to 30 officers and 288 non-commissioned officers and men. The members of No. 10 (Highland) Company, were dissatisfied at the action of the Militia Department in declining to allow them any payment in lieu of their expensive uniforms, which had become useless under the new organization, and as a consequence the company refused to re-enrol. The company rolls were returned to the department.

Early in 1869 Ensign Otter, of No. 4 Company, and a brother of Lt. Col. Otter, died, and was buried by the regiment. Ensign, now Major, Delamere commanded the firing party of 30 men, and the pall-bearers were, Capt. Whitney, Lts. Fahey and Ellis, Ensigns Ryerson, Robinson and Erskine. A number of the 10th Royals also joined the funeral procession.

In February the new non-pivot drill, as revised by a committee composed of Major Dixon, Captains Otter and Cherriman, was for the first time used by the regiment, and was found to work admirably.

The annual mess dinner, which was held at the Queen's hotel, March 18, partook of the nature of a farewell to one of the most efficient officers of the battalion, Major Dixon. The officers presented the Major with a handsome clock during the evening.

At the annual inspection for pay, held by Lt. Col. Durie, A.A.G.M., April 7, there were 376 officers and men present. In the following June No. 6 Company became disorganized and was disbanded, the remaining officers and men being transferred to other companies.

Upon the occasion of the visit of H. R. H. Prince Arthur, Duke of Connaught, to Toronto, the battalion furnished a guard of honor of 100 men under Major Brown at the City Hall, and again at the drill shed in the evening.

#### ANOTHER FENIAN SCARE.

About this time rumors of meditated Fenian invasion arose, and in consequence the Toronto volunteers were ordered to be in readiness for immediate service. The Queen's Own were instructed to furnish one sergeant and three men for guard at the drill shed

alternately with the 10th Royals. This duty continued from Oct. 9th until the end of the year, when the guard was withdrawn. On the night of Nov. 16th Sentry Jas. Lafferty, of No. 3 Company, was fired at by some unknown miscreant, and narrowly escaped death. The bullet passed through the Sentry box in which Lafferty was standing, but fortunately missed him. A few days subsequently a drunken man announced that he had fired the shot. He was taken into custody, but was afterwards discharged, as nothing could be found against him. No clue to the would-be assassin was ever obtained.

The regiment had, in 1870, the following year a very narrow escape from great loss of life. On the night of the 17th March, the roof of the drill shed, in which the battalion had been drilling the night before, fell in owing to the great weight of snow. It was not until April 6 that the shed was cleared. The walls were cut down to a level with the tops of the armories, and drill was resumed.

On Good Friday a most unfortunate accident occurred at the Garrison Commons, whither a number of members of the regiment had repaired for practice at the targets. Private Geo. Nupry, of No. 4 Company, was shot and instantly killed by a rifle in the hands of Private Gascoigne of the same company. Gascoigne was not aware that the weapon was loaded and upon snapping the trigger the cartridge exploded with fatal result. Gascoigne was taken into custody, but as a coroner's jury returned a verdict of accidental death, the unfortunate volunteer was discharged.

#### THE RED RIVER EXPEDITION.

At this time the traitor Riel fomented the first North-west Rebellion, established a so-called "Provisional Government" and murdered Thomas Scott, a resident of Fort Garry, now Winnipeg. The militia authorities decided to send a force to suppress the insurrection, and on April 17 a despatch arrived from Ottawa asking for the names of five officers of the Queen's Own who would join the Red River Expedition. Capts. Pennett and Harman, Lieut. Beaver and Ensigns Shaw and Crocker immediately volunteered for this arduous service. Nothing further was heard from headquarters until April 22, when the battalion was ordered to furnish six men for the force. Nothing was said in this second communication as to the disposition of the officers who had volunteered. Subsequently Capt. Harman and Ensign Macdonald were nominated as lieutenant and ensign in the First Ontario Rifles, forming part of the expeditionary force. Ulti-

mately 12 men of the Queen's Own joined the First and Second Rifles. On May 18th the two officers mentioned were entertained by the officers' mess at the Queen's Hotel, prior to their joining the force.

On May 24th of this year the volunteers paraded on Spadina avenue common, went through the usual movements, and fired a feu de joie. Some time before the regulars had been withdrawn from Toronto, and this was the first anniversary of the Queen's Birthday on which the volunteers had not been assisted by Her Majesty's troops in celebrating the anniversary.

On Dominion day there was a very large muster of the Queen's Own, 10th Royals, Grand Trunk Brigade, and the 13th Battalion of Hamilton to witness the unveiling of the Ridgeway monument in the Queen's Park. The Governor-General of Canada, Sir John Young, performed the ceremony, and after the exercises Lieut.-Colonel Gilmour gave an officer's dinner at the Toronto Club.

In 1871 the regimental drills began in Grand's Riding School, the new drill shed not having been completed. Owing to the small size of the riding school the drills were not very satisfactory.

In this year there was no celebration of Her Majesty's birthday by the volunteer force, no order having been issued.

#### CAMPING AT NIAGARA.

From June 6th to 21st the battalion was under canvas at Niagara. The strength of the regiment was 420 of all ranks. Besides the Queen's Own there were in camp the following corps:—Toronto, Hamilton and Welland Field Batteries, seven troops of cavalry and the 10th, 12th, 13th, 19th, 35th, 59th and 44th battalions, in all about 5,000 officers and men. The camp was under command of Lieut.-Col. Durie. That the Queen's Own were no carpet soldiers is shown by the statement of their usual day's work while in camp. Beginning with a march of from five to nine miles before breakfast, there was drill during the greater part of the day. The spirit and endurance of the men were admirable. Before leaving for Toronto the battalion marched from Niagara to Queenston Heights, a distance of seven miles, with a steep hill, in two hours and five minutes, and returned in one hour and fifty minutes, without having a single straggler reported. Sir George Etienne Cartier, Minister of Militia, visited the camp and expressed great satisfaction at all he saw.

At this camp the battalion mounted for the first time the Glengarry cap, which was worn for many years.

In this month Lieut.-Col. Skinner, of the

13th Battalion of Hamilton, organized the first Canadian team of volunteer riflemen to participate in the National Rifle Association's annual meeting at Wimbledon. Three members of the Queen's Own were accorded the honor of being asked to join the team. These were:—Ensign Jos. Eurch, No. 4 Company; Sergt. A. A. Macdonald, No. 9 Company; and Pte. W. T. Jennings, No. 4 Company.

In October the Militia Department decided to send a further force of two hundred men to the scene of the Red River troubles, the Queen's Own furnished eight men as its quota. In December Major Cherriman undertook the organization of a University company, to take the place of the disbanded Highland company. The major met with success in his task, and the Toronto University was soon afterwards gazetted. In March, 1872, the new company appeared upon parade for the first time. The officers were: W. H. Ellis, M.D., captain; Messrs. Van der Smitten and Langton, lieutenants.

In April it was decided, at a meeting of officers, that the different companies should in future be designated by letters instead of numbers, as had been the rule. Major Jarvis offered a resolution to this effect.

Although the brass band of the battalion was in a very efficient condition, it was felt that a drum and fife band should be organized. Accordingly, in May, 1872, the first drum and fife band was organized from the members of an Orange Young Britons' lodge. It is not recorded that the recruiting source of the new musical organization gave offence to any of the members of the corps.

The annual camp for 1872 was held at Niagara, and lasted from June 12 to 27. The Queen's Own had 453 officers and men in camp. In the autumn Earl Dufferin, the new Governor-General, visited Toronto, and was furnished a guard of honor, under Major Bennett.

Next year, 1873, saw Major Otter second in command of the Wimbledon team. His leaving for England was the cause for a large muster of officers and men at the station, who cheered him a hearty farewell. On Major Otter's return, in September, he was presented with a gold watch and chain by his fellow officers.

#### DISBANDING OF THE BAND.

The brass band, which had been for some time in a very inefficient condition, was disbanded during this year, and the instruments were called in. For some time the battalion had only the services of the drum and fife band, which was placed under a competent instructor. In January, 1874, a movement was made to resuscitate the band, but in



view of the regiment's debt, and the unsettled state of the volunteer force all over Canada, it was considered best to let the matter rest. The old instruments were accordingly sold.

Again a member of the regiment was given a high position in the Wimbledon team, Lieut.-Col. Gillmor being appointed to the command. The fife and drums played the colonel to the station, where a number of members of the regiment had assembled to bid the commanding officer God speed.

It was in this year that the system of weekly evening drills was put into operation. A subscription was taken up in aid of a fund for the purchase of band instruments, and \$900 was raised. The officers unanimously contributed the amount of their drill pay to this fund.

The inhabitants of Ridgeway and the surrounding country in September invited the regiment to attend the ceremony of unveiling a tablet in the Methodist church in that village, in memory of those killed in the action of 1866. A number of officers and men accepted the invitation and were very hospitably entertained. Brevet Lt.-Col. Otter, on behalf of the Queen's Own, made an appropriate speech.

The brass band was re-formed in December, 1874, under the mastership of Mr. Carey, who had held a similar position in the Royal Canadian Rifles. A complete new set of instruments was ordered from England and the band was soon in a most creditable condition of efficiency.

In May, 1875, Lt.-Col. Gillmor resigned, and Brevet Lt. Col. Otter accepted the position. In this month new uniforms, the first of Canadian manufacture, were issued. In June the battalion went into camp at Niagara, the total strength being 457 of all ranks. The new band, under Mr. Carey, accompanied the battalion to camp. The camp was successful in every respect.

In August a large number of officers and ex-officers of the battalion gathered at the Queen's Hotel and presented Lt. Col. Gillmor with an address, beautifully designed and illuminated by Capt. E. M. Chadwick. Lt. Col. Gillmor had been previously tendered a dinner, with a more valuable gift, but declined to accept anything beyond a simple address.

#### THE PILGRIMAGE RIOT.

For some time there had been trouble in the city over the Roman Catholics of the city making "pilgrimages" on Sundays between their different churches. A section of the population objected to this, and it became noised about that an organized attempt would be made on Sunday, October 3, to break up the procession. The authorities

made a requisition for aid from the militia, and the Governor-General's Body Guard, Queen's Own and 10th Royals were ordered out.

At 8 o'clock on Sunday morning the Queen's Own were drilled by Lt. Col. Otter in charging, etc. At noon the volunteers were marched down to the City Hall, and from there up King street to Bathurst street, parallel to the "pilgrimage," which moved along Queen street. Fortunately there was no rioting, and the volunteers were dismissed at five o'clock in the afternoon.

In December Lieut. R. B. Hamilton undertook very successfully to recruit a company from the Toronto Lacrosse Club, to take the place of F Company, which had become disorganized in the preceding year.

The following year, 1876, was notable solely because of the holding of the first church parade since 1866. Service was attended at St. George's church, John street.

The winter of 1876-77 was marked by strikes among the employes of the Grand Trunk Railway. On New Year's Day, 1879, a portion of the Queen's Own were ordered to proceed to Belleville, there to suppress rioters who were threatening and destroying the company's property. In order to obtain full musters of their men many officers were out all night warning the members of their companies, but after a hard night's work the battalion mustered at the Old Fort at 7:30 a.m. The weather was very cold, with deep snow, and as the four locomotives on the train had to be guarded the men felt the hardships of their journey severely.

At 10:30 p.m. the train entered Belleville, where it was met by a howling mob of strikers, who immediately began throwing iron bolts, ice balls and other missiles at the engine drivers and volunteers. The Queen's Own were quickly formed outside of the train, and had to stand quietly facing a yelling mob of strikers, who hurled vile epithets and more tangible missiles at them. Major Miller was knocked down, Private G. E. Cooper received an ugly cut over the eye with an iron nut and many others were cut. After an hour's delay a train was sent on to Montreal, having on board a party under Capt. Buchan. On leaving the station the train was beset by the mob, but the rioters were beaten off.

Before the train started a man was found under one of the locomotives, endeavoring to wrest a bolt in the machinery. Two Queen's Own sentries took the striker in charge, upon which his comrades attempted a rescue. In the scuffle which followed, one of the assailants was wounded by a



bayonet. The prisoner was sent off to jail in charge of an escort under Sergt. Wm. Ashall, the detachment being liberally stationed on the way.

At noon the men were relieved for dinner, a party under Captain Foster being left to protect the engines, which were about being taken to the round house. The mob made another attack and was repulsed at the point of the bayonet. One of the most aggressive of the rioters received a serious bayonet thrust in the throat and would certainly have died had not Surgeon Thorburn, of the Queen's Own, attended to the wound.

Capt. Foster, fearing that his small detachment would be rushed on by the mob, many of whom were fighting drunk and carried revolvers, sent for assistance. Capt. R. B. Hamilton immediately set off with his company and relieved the pressure. The rioters shortly afterwards dispersed and the volunteers gained a few hours' much-needed rest.

On the following day, January 3, the force did picket duty about the yards and station until evening, when it returned to Toronto, a settlement having been effected. In addition to wounds received at the hands of the mob, many of the men had their hands and feet frost-bitten. They were most inadequately clothed for service in winter, having only their great coats, Glengarry caps and serge uniforms.

The Major-General commanding the Volunteer Militia and the manager of the Grand Trunk Railway both wrote, expressing their admiration at the conduct of the Queen's Own during this very trying service.

The battalion met with a serious loss early in February of 1877, when John B. Maloney, the sergeant major, died. Maloney had been a member of the corps since 1865, and was deservedly popular with all ranks. On February 4 his body was buried with military honors, the band, firing party and his former company appearing in uniform.

In the same month B Company, which had been recruited from the Sons of England Benevolent Society, was taken into the regiment. Capt. Strange, assisted by Sergt. Danford, did most of the work of organization.

It was at this time that the battalion was furnished with the Snider rifles, 550 of which were issued.

In March, 1877, Lieut. Fred. H. Wright formed a company from the students of the Toronto School of Medicine. The new company joined the regiment as I Company, the University of Toronto taking the letter K as their designation.

April 4 was signalized by the opening of

the present drill shed, which had been erected by the Dominion Government at a cost of \$16,000, the city furnishing the site. The strength of the regiment was speedily increased, regular drill was resumed, and the non-commissioned officers class was re-formed.

The Turkish war cloud was at this time filling the whole of Europe with apprehension, and rumors of English war with Russia were rife. On May 2 the officers of the battalion held a meeting in the drill shed, at which it was unanimously decided to offer the services of the regiment to the British War Office. The offer was made through the Militia Department. Fortunately, the aid of the gallant regiment was not needed by the Mother Country.

Although the municipality of Belleville thankfully received the protection of the battalion when the Grand Trunk rioters were thinking of sacking the city, the Belleville Municipal Council declined to pay for the regiment's services, alleging that the Government should recompense the men. Lt.-Col. Otter entered suit against the corporation of Belleville. The Belleville people then paid the volunteers' expenses.

In July the officers held a meeting, at which the busby was fixed upon as the full dress headgear of the regiment.

#### SOLDIER LAW STUDENTS.

During the summer G Company had become disorganized, but Capt. R. H. Bowes and Lt. W. E. Hodgins—now Major of the G. G. F. G., of Ottawa—so successfully took up the task of recruiting among the law students of the city, that the company was soon re-established on a firm footing.

The regiment paraded before a distinguished visitor in October, 1877, when Col. Sir Henry Wilmot, of a Derbyshire, England, volunteer corps, visited the muster. Col. Wilmot was much delighted with the evident efficiency of the corps.

On Nov. 17 the annual inspection took place in the Queen's Park. Lt.-Gen. Selby Smythe, the commander-in-chief of the militia, complimented Lt.-Col. Otter on the soldierly appearance and excellent work of the men. A dinner at the National Club closed the day's proceedings.

A drill competition, open to all of the companies in the battalion, took place at the Jarvis street lacrosse grounds, 27th April, 1878, the prize being a silver cup. Three companies competed, D, commanded by Major Miller; F, by Capt. R. B. Hamilton; and H, by Capt. Nash. Capt. Hamilton's command won the trophy.

It was on the Queen's birthday of this year that the regiment made the first of its many annual excursions. The Militia de

partment had arranged a great review at Montreal and invited the Queen's Own to participate. The invitation was at once accepted, and on the evening of May 23 the battalion entrained at the foot of West Market street 434 strong, under command of Lt.-Col. Otter. Montreal was reached at 9:30 on the morning of the Queen's birthday, and the battalion immediately marched to Fletcher's Field, where it was placed on the left of the line. The other corps present were the Montreal Cavalry, Ottawa, Montreal and B. batteries of artillery, Montreal Engineers, Montreal Garrison Artillery, Prince of Wales' Rifles, Victoria Rifles, Fifth Fusiliers, Sixth Fusiliers, 65th Rifles, Governor General's Foot Guards of Ottawa, 8th Battalion of Quebec, and a company of American militia from Vermont. The whole force was under command of Lieut. Gen. E. Selby Smythe, with Lord Dufferin, Governor-General, as reviewing officer.

#### ENTHUSIASTIC MONTREALERS.

The proceedings began with a *feu de joie* after which the force marched past in column and quarter column. The Queen's Own carried off the honors in both of these movements, and was heartily cheered by the thousands of spectators. After the march-past a short field day was held, during which a lamentable accident occurred. The Queen's Own, in attacking the artillery brigade, came into collision with the enemy's fighting line, and during the excitement a Garrison artilleryman discharged a rifle in the face of Private A. Farmer, of H company, Queen's Own, almost totally destroying the sight of one eye.

After the sham fight the Queen's Own marched back to the Crystal Palace. In the evening the riflemen were hospitably entertained by their Montreal comrades of corresponding rank, and at 11:30 they left for Toronto.

On this occasion the Government bore the expense of the transportation of the battalion, while the Victoria Rifles kindly provided all entertainment in Montreal.

With a view to the encouragement of rifle shooting amongst the members of the corps, there was this year adopted for the first time the system of selling the men ammunition at a reduced cost. This had the result of very considerably increasing the number of regular attendants at the butts.

Shortly after the return of the regiment from Montreal, the non-commissioned officers originated a plan for in some measure acknowledging the hospitality of the Victoria Rifles and Montreal troop of cavalry, which latter organization had been, with the Victorias, indefatigable in their efforts

to secure all that would make for the comfort of the Queen's Own during their visit to the eastern metropolis. It was decided that the battalion should present each corps with a suitable souvenir, and on Sept. 14 a deputation consisting of Color-Sergeant Knifton, Sergt F. Arnoldi and Private Geo. E. Cooper proceeded to Montreal, and on the following day, at the regimental games, presented to the non-commissioned officers and men of the Victoria Rifles a silver cup, bearing an appropriate inscription, and to the cavalry an address and a bronze statuette.

The athletes of the regiment in the autumn of 1878 formed an association football eleven, and on Saturday, Nov. 9, visited Kingston, where they played two matches with the Queen's College and Victoria Rifles teams. The Toronto men won both matches.

#### A SHAM FIGHT.

Thanksgiving day came late this year, not being set until Dec. 4. A parade was called for 9:30 in the morning, and, although the day was very cold and disagreeable, with a light snow covering the ground, there was a fairly good muster, Major Jarvis being in command. At 10:30 a start was made, and, marching to the Woodbine race track, the force was extended and marched across country. As had been previously arranged, there was an encounter with the Engineer company, which fell back and was beaten. Luncheon was partaken of on the grounds of the Scarborough Heights Hotel, and a return was then made to the drill shed.

In this year a system of granting long service badges was inaugurated, the badges being accorded for three, six and nine years' service. The first distribution was made on October 9.

At the end of this year the various companies of the regiment decided upon having their armories fitted up at a cost of \$65 each, and the work was performed during the inactive season.

So much delighted were the men with their experiences in Montreal on the preceding Queen's birthday, that early in 1879 plans were projected for a second visit to the eastern city. On April 9th the whole regiment volunteered for the trip, the cost to each man being \$1 75 for transport and 75 cents for rations. The Government paid the balance of the expenses of transportation, while the officers paid for the bandsmen. On the evening of May 23rd the regiment embarked at the Union Station 531 strong. On the afternoon of the Queen's birthday the usual review was held on Fletcher's Field. Lt.-Gen. Sir. E. Selby Smythe was in com-



mand, and H. R. H. the Princess Louise and the Governor-General, the Marquis of Lorne inspected the force. The corps present were:—B Battery (regulars), Montreal, Quebec, Ottawa and Shefford field batteries, cadets of the Royal Military College, Montreal Garrison Artillery, Governor-General's Foot Guards, Prince of Wales', Queen's Own, Victoria, 65th and 8th Rifles, 5th and 6th Fusiliers, and the Thirteenth Regiment New York State Militia, of Brooklyn, N. Y. Naturally, the Brooklyn regiment received the greatest attention, but the Queen's Own nobly upheld their own and their city's reputation.

After the review the Victoria Rifles once more offered their hospitality, but the Queen's Own refused to put their comrades to so much expense twice within the one twelve-month and declined the invitation.

In this year Lt. Fred. F. Manley was selected as one of the Canadian team for Wimbledon, and sailed June 18.

#### REVIEW IN TORONTO.

In the following September a grand review was held on the Garrison Commons in honor of the Governor General and Princess Louise. The corps present were:—A Battery, (regulars) Toronto and Hamilton Field Batteries, Second District Engineer Corps, Toronto Garrison Artillery, Governor-General's Body Guard, Markham, Uxbridge, Port Hope and Peterboro' Cavalry, Victoria Rifles, 7th, 10th, 13th, 20th, 21st, 38th, and 46th Battalions of Infantry, and the Victoria and Queen's Own Rifles.

Glad to have the opportunity of returning the hospitality of the Victorias, the Queen's Own provided breakfast and dinner for their guests, and in the evening their officers, together with the officers commanding other corps, were entertained at the National Club.

For some time there had been friction between Mr. Carey, the bandmaster, and the officers. It was finally found necessary to dispense with his services and to cast about for a new head for the band. The committee having in hand this duty recommended that John Bayley, late bandmaster of H. M. 46th regiment, be engaged, and their advice was acted upon. Mr. Bayley, upon his induction to office, found the band in a much disorganized condition, but by dint of hard work, he soon placed it in an efficient condition.

On Oct. 18, the annual games of the regiment were held on the Jarvis street lacrosse grounds and were most successful. The tug-of-war competition between companies was introduced and was won by "A" Company.

A special parade of the battalion was held

Jan. 16 of the following year, 1880, when a deputation of the Victoria Rifles presented the non-commissioned officers and men with a silver cup as a token of their appreciation of the welcome extended them on the occasion of the September review. The Montrealeers were suitably entertained.

Efforts were made to have the regiment visit Quebec for the Queen's Birthday outing, but it was found that only a small proportion of the men could leave their occupations for the necessary time. It was therefore decided to hold a camp at Niagara, and on May 22 the battalion, 374 strong, embarked on the steamer Chicora for the time-honored camping ground. On the following day, Sunday, divine service was conducted by Rev. W. S. Rainsford, then one of the clergy of St James' Cathedral, and on Monday the usual salute was fired, with a march past.

The afternoon was devoted to games and several tugs of war, that between the officers and non-commissioned officers being won by the former.

The battalion's rifle shots were very successful at this year's Ontario Rifle Association matches, winning third prize in the battalion match and first place in the skirmishing competition, as well as many individual prizes. At the Dominion Rifle Association matches at Ottawa a place in the Wimbledon team was won by Staff Sergt. S. F. Walker.

The regimental games were held Oct. 30. The company tug-of-war was again won by "A." company, while the officers once more pulled the non-coms. over the line.

On Nov. 3 the annual inspection took place in the Queen's Park before Major-General Luard, who had been lately appointed commander-in-chief of the militia. The Queen's Own turned out 505 strong. The general was much pleased with the work of the corps, and compared them favorably with the London Inns of Court Rifles, then the crack volunteer corps of England.

#### REWARDS FOR STEADY DRILL.

At this inspection the officer commanding announced in orders that a badge would be given annually to the non-commissioned officers and men who would perform ninety per cent. of the drill. The names of those entitled to the badge were read out in orders.

Lt.-Col. Otter also named C and D Companies as flank companies until further orders, he having determined—in accordance with the powers given him by the standing orders—that these companies were best entitled to the posts of honor. As may be imagined, A and H Companies did not



relish being thus displaced, and A Company lost several men. The Colonel evidently did not think the withdrawal of these gentlemen a matter for much grief, for the adjutant remarks in a foot note that the men who resigned had been so lax in their attendance at drill that the colonel had lost confidence in them.

In January, 1881, Lt Villiers Sankey organized a class for the practice of military sketching. Many officers took the course, which lasted two months. In the following March Mr. Sankey formed a signalling class, from which eventually arose the first signal corps connected with the regiment.

During the winter, Lt.-Cols. Arthurs and Jarvis, and Surgeon-Major Thorburn left the regiment, and on March 18 these gentlemen were dined at the National Club by the officers of the corps. Among the guests were the officers commanding the city corps and the officers of the reorganized 10th Royals.

The annual outing took place at Brantford, whither the battalion had been invited by the 30th Dufferin Rifles. The camp lasted from May 21 to 25, the total strength being 373. On the Queen's Birthday the usual review was held, and the corps was presented with a handsome silver cup by the officers of the Dufferin Rifles and the citizens of Brantford.

Fired, no doubt, by the good example of Lieut. Villiers Sankey, Assistant-Surgeon Lesslie made use of his professional knowledge for the benefit of the battalion. In Sept. Dr. Lesslie formed an ambulance class, the members of which were taught the use of the stretcher, together with the means of giving "first aid" to the wounded.

At a parade held Oct. 19, Lieut.-Col. Otter presented the badge for the best shot in the battalion to Corp. R. S. Cassels, of F Company.

The annual inspection took place on Nov. 12, but owing to inclement weather the regiment did not leave the armory. The signal and ambulance corps on this occasion made their first appearance in public.

In November a class for big gun drill was formed under an instructor from the Toronto Garrison Artillery. At first the class was very successful, but, owing to the want of stores for more than one gun, the men became wearied of waiting their turn for instruction, and after two months' drill the class was stopped. It is stated in the Regimental Record that the district staff also threw every possible impediment in the way of the class.

At the close of this year's drill the several companies were restored to their original places, running from A to K. The

commanding officer informed the men that in future such companies would be placed on the flanks as were best adapted for the drill or parade actually being performed.

The year 1882 was one of the most prosperous the Queen's Own has ever known. It is recorded that more men volunteered than in any previous year, and the system of selecting the best physiqued recruits began to be adopted. By this means weedy and undergrown lads were debarred from becoming members, and a standard was set up which has since been adhered to.

Early in January the officers held a meeting, at which an important alteration was made in the style of forage cap worn. For years the leather bound Glengarry, with the regimental crest in silver on the side, had been the undress uniform and field service cap. At this meeting it was decided to adopt, in place of the Glengarry, the new field service cap. This cap is now worn by both officers and rank and file of the battalion.

The year 1882 is also notable on account of the sergeants of the battalion having in February of that year established a mess and recreation room. The apartments chosen were those still occupied, situated in the Ontario buildings, corner of Front and Church streets. Many an officer has graduated from the sergeants' mess, as well managed and useful an institution as is possessed by any other Canadian military organization. The rooms are capitally fitted up and, especially in the winter, the members of the mess spend many evenings there. There are to be found the latest military publications, two billiard tables, a card room and smoking room. One of the most popular events of the year in military circles is the annual dinner of the sergeants' mess. Upon these occasions there is always a very large muster of the friends of the members, and it is always arranged that some distinguished military men are present to add to the enjoyment of the evening by their speeches. Lieut.-Col. Hamilton often says that the sergeants do as much for the battalion as the commissioned officers and no doubt the gallant commanding officer is right.

#### ACTOR-SOLDIERS.

On May 15, 1882, the non-commissioned officers and men gave an entertainment in the Grand Opera House at which several of them appeared for the first time on any stage. The play presented was "Our Wife," and it is recorded that the performance was notably successful.

The Queen's Birthday trip this year was to Kingston. A grand review had been arranged to take place at the Limestone City,

and the Queen's Own, 480 strong, went down per Grand Trunk Railway on the night of May 23. The battalion paid all expenses, excepting an allowance of fifty cents per man granted by the Government for subsistence.

The citizens provided the regiment with meals during its stay in the city, and at 10:30 the review began on Barriefield common. The other corps participating were the Montreal Garrison Artillery, B Battery, Gananoque Field Battery, the cadets of the Royal Military College, Kingston, and the 14th P. W. O. Rifles. Lieut.-Col. Villiers, D. A. G., was the reviewing officer. The Queen's Own, as usual, was easily first in efficiency. The Deputy Adjutant General spoke in very complimentary terms of the excellent work done by the signalling corps. It was upon this occasion that the newly formed ambulance corps first did real service, being called in to carry from the field the remains of an unfortunate gunner of the Gananoque Field Battery, who was accidentally killed.

After the parade the whole force marched through the city, and then dismissed. The officers of the 14th Batt. afterwards entertained their brothers in arms of the Queen's Own. The return trip was made to Toronto without misadventure.

On the evening of June 16 the officers entertained at the Albany Club Captain and Adjutant Buchan upon the occasion of his leaving the regiment to reside in the Northwest. Capt. Buchan had been a member of the Queen's Own since 1866, having served in that year as private in the Upper Canada College Company. He was present at the Belleville riots and did good work as acting adjutant.

The battalion shots were fairly successful at the Ontario and Dominion Rifle Association matches of this year. The men chosen to go to Wimbledon were Staff-Sergt. Ashall, Sergt. Kennedy and Capt. Wilkinson. At the annual regimental rifle match there were 140 competitors. In this year the custom followed for many years of canvassing the city for prizes was discontinued. It was found that the donors of the prizes were in the habit of setting very high value upon them, and the man who, for instance, won a cup valued at \$15, was usually annoyed to find that it was worth but half that amount. Lieut.-Col. Otter appreciated the disadvantages of the system, and at his suggestion it was decided that each company contribute fifty cents per man in cash, with which the regimental rifle committee was requested to buy prizes. This system was found to work very satisfactorily. There were no longer complaints

heard, and the fact of every man's having contributed to the fund was an incentive to many to enter the competitions.

For some time Lt. Sankey, who, it will be remembered, had some time before organized a signal corps, with Color-Sergeant Millington, had been engaged upon the design and manufacture of two heliographs. These instruments, which were certainly the first made in Canada if not the first used in the Dominion, were tested at a parade of the signal corps, held Oct. 8, and were found to work admirably.

#### ANNUAL INSPECTION.

The annual inspection of the regiment took place Nov. 9, when Major-General Luard inspected the Q. O. R. and the Royal Grenadiers on the Garrison Commons. The usual review exercises were performed in creditable style, after which A and C Companies were ordered to skirmish, being supported by D E and F Companies. This exercise performed, Major-General Luard called out the captains of the companies and expressed his pleasure at the manner in which the work had been done.

Early in February, 1883, the non-commissioned officers and men gave a very successful dramatic and gymnastic entertainment in the Grand Opera House. Hearing of the success of the event, the officers of the Dufferin Rifles of Brantford invited the participants to repeat the entertainment in the Stratford Opera House, Brantford. The invitation was accepted, and after the performance had terminated Lt.-Col. Otter presented to the Dufferin Rifles, on behalf of the Queen's Own, a silver cup and an address in recognition of the kindness and attention which the Queen's Own had received from the Dufferins on the occasion of their visit to Brantford on the Queen's Birthday, 1881. Lt.-Col. Jones, commanding the Brantford battalion, responded in appropriate terms, and the visiting Queen's Own were subsequently entertained to supper at the Kerby house.

London was the scene of the Queen's Birthday outing of this year. A review was held on the Carling farm in the morning, at which there were present the Q. O. R., Royal Grenadiers and the Seventh Fusiliers of London. Lieut.-Col. Jackson, D. A. G., was in command. In the evening the Toronto officers were dined at the London club, while the bands gave a concert in Victoria Park.

In June Lieut.-Col. Otter was appointed to the command of the Wimbledon team, being the first Torontonian to be accorded that honor. The regimental representatives on



the team were Staff Sergeant Ashall and Sergeant Kennedy. In the Ontario Rifle Association matches of this year the Queen's Own secured the second team prize in the Walker match, first team prizes in the Tait-Brassey and Skirmishing matches, and four individual aggregate prizes. At the Dominion Rifle Association matches in Sept. the Queen's Own marksmen by no means followed up their career of victory, and did, in fact, very poorly.

The annual inspection took place Nov. 8 at the Exhibition grounds. The space for manœuvring was very small and the men were much cramped. Major-General Luard, seemed, however, to be well pleased. The enjoyment of the day was marred by an unfortunate accident which occurred as the return march was being made. In King street a street car ran into Capt. Delamere's horse, so affrighting the animal that the officer was thrown. The half-crazed animal plunged wildly, and knocked down Staff-Sergeant Heakes. Both were severely injured. An action at law which followed resulted in a verdict for Mr. Heakes.

The athletes of the Montreal Garrison Artillery in this month sent a Rugby football team to Toronto to play the Queen's Own team on the 'Varsity lawn. The Torontonians won a hotly contested match.

#### LT.-COL. OTTER RETIRES.

In December Lt.-Col. Otter, who had been connected with the regiment since its formation, resigned command of the Queen's Own, and became commandant of the garrison at the New Fort. "C" Company Canadian Regiment of Infantry was then, as now, stationed at the fort. Major A. A. Miller was promoted to the position of Lieut.-Colonel.

On Feb. 15, 1884, the sergeants of the battalion held their first annual dinner in the mess rooms which had been established three years before. Three evenings later the officers gave a farewell dinner to Lieut.-Col. Otter.

Brantford was revisited on the Queen's Birthday, 1884. In the morning the Queen's Own and Dufferin Rifles made a route march through the city. In the afternoon a lacrosse match was played between a team from the Queen's Own and the Brantford twelve in which the Queen's Own were worsted. The band of the regiment gave a concert in the rink in the evening, and the officers were dined at the Kerby house. On Sunday, 25th, a church parade was held in the skating rink, Rev. Manly Benson officiating.

The semi-centennial celebration of the founding of Toronto was held this year, and on Dominion day there was a parade in the

Queen's Park. The organizations present were:—Hamilton, Toronto and Welland Field Batteries, Governor-General's Foot Guards, Ottawa; Sixth Fusiliers, Montreal; 12th York Rangers, 14th P. W. O. Rifles, Kingston; 34th, 36th and 77th battalions and all of the other Toronto corps. Lt. Col. G. T. Denison was in command.

In the autumn the officers formed an athletic association, and the annual games took place Oct. 11 on the Rosedale grounds.

The annual inspection took place Nov. 6 before Major-General Middleton.

The history of the North-west rebellion of 1885 is so fresh in the minds of Canadians that a detailed account of the causes leading thereto will be unnecessary.

It was on March the 25th, 1885, that word was received by way of Chicago of an engagement between the mounted police and the insurgents. Fort Carlton, the scene of the engagement, was so far from any telegraph offices that the information was necessarily meagre. Orders were received from Ottawa at Winnipeg on the same day for the 90th Battalion and Winnipeg Field Battery to leave for Qu'Appelle. This force was ordered as speedily as possible to take the route for the nearest point on the railway to Duck Lake, where Riel, the commander of the rebels, was entrenched.

On the morning of Friday, March the 27th, word was received in Toronto from Militia Head Quarters in Ottawa, calling out the Queen's Own Rifles and the Royal Grenadiers for active service. This call was strictly responded to, and both battalions mustered in the Drill Shed.

The Queen's Own muster was as follows:—Staff—Lieut. Col. Miller, Majors Allen and Hamilton, Adjt. Delamere, Surgeons Leslie and Natrass.

A. Company—Capt. Brown, Lieut. Thompson.

E. Company—Capt. Pellat, Lieut. Scott.

C. Company—Capt. Hughes, Lieut. Cheesborough.

D. Company—Capt. Macdonald, Lieuts. Mason and Walsh.

E. Company—Capt. Kersteman, Lieut. Mutton.

F. Company—Capt. McGee, Lieut. Lee.

G. Company—Lieut. Brock and Lieut. George.

H. Company—Capt. Sankey, Lieuts. Green and Cassels.

K. Company—Capt. Acheson, Lieuts. Gunther and Pearson.

#### ORDERS FROM OTTAWA.

Later in the day orders were received from Ottawa that each regiment should furnish a contingent of 250 officers and men.



After parade Lieut. Col. Miller instructed the company officers to hand in to the adjutant names of the men in their commands who were best fitted for active service. At a subsequent parade the names of the chosen men were read out, and at eight o'clock on Saturday evening the men who were to see real fighting mustered at the Drill Shed.

On Monday, March 30, the 500 mustered again in the Drill Shed, and at 11 o'clock Col. Denison, D. A. G., announced that orders had come for the service corps to immediately take the route. At 11:30 o'clock the corps was briefly addressed by Col. Otter, who was in command, and then the great doors of the Drill Shed swung open and, headed by their bands, Toronto's picked citizen soldiery marched up Jarvis street to King, and the long journey to the Northwest had commenced.

#### THE DEPARTURE.

King street was a mass of people. Citizens of all classes wildly cheered departing volunteers. Friends pressed in around the ranks of marching men and reached for hands extended to them. When the force was at Yonge street the Grenadier band struck up "Auld Lang Syne," and the Queen's Own followed with "The Girl I Left Behind Me." The men swung proudly through a hurricane of cheers. An immense crowd had gathered at the Union Station, and the students of Toronto University kept the multitude in a glow with patriotic songs. The approach of the column was heralded by the cheers of the thousands on York street. The ranks had to push their way to the special trains on the south sidings. The crowd rushed everywhere. The Union station windows and roof were black with spectators. And every individual in the crowd was shouting farewell. The bands of the Queen's Own and Grenadiers stood aside and played the regiments into the two trains which were waiting for them. At 1:30 the Queen's Own train pulled out of the station amid redoubled cheers, and ten minutes later the Grenadiers train followed, the bands of the two regiments playing "God Save the Queen" as the trains left the station.

At 4 o'clock in the afternoon, the train bearing the Queen's Own arrived at Peterborough, where the platform was found crowded by a throng of enthusiastic citizens. A few minutes before arriving at Peterborough the officers made up the parade state, when it was found that the Queen's Own had 288 men on board, 38 of the rifles having secured kits and jumped aboard the train unobserved by the officers during the excitement of embarkation.

The journey down the C.P.R. to Smith's Falls partook of the nature of a triumphal progress. At several stations guards of honor were turned out and hot refreshments furnished the troops. At Kaladar word was received of the Indians, and the volunteers who left Toronto, fearing that the rebellion was more of a scare than a cause for hoping for active service, became convinced that they would see real fighting. The long journey was most tedious. At Mat-tawa additional news from the Northwest gave the volunteers something more to talk of, but still the Queen's Own did not regard as unwelcome the prospect of making the first march through the bush over an uncompleted section of the Canadian Pacific Railway.

#### RUMORS OF POOR WEAPONS.

Much apprehension was felt in Toronto when it became noised about that the Snider rifle with which the men were armed was not a satisfactory weapon, and that men armed with it would be ill-fitted to cope with an enemy provided as the rebels were with Remingtons. Hon. Ed. Blake brought this matter up in the House of Commons, and said that he would hold the Ministers politically and personally responsible if they did not see that the troops were furnished at no matter what cost with the best procurable rifles. It will be nothing less than murder, Mr. Blake said, to send troops up there with arms inferior to those of the enemy. Col. O'Brien, commanding officer of the 35th Simcoe Foresters, said that he and his men considered the Snider an eminently satisfactory weapon.

The long journey to Winnipeg, with its many "portages" over the gaps in the C.P. R. line, was safely made. On April 7th the train bearing the Queen's Own rolled into Winnipeg station, to be welcomed by thousands. Officers and men looked tired after their long journey and marches over snow covered plains, but all were in excellent spirits and anxious to push on to Qu'Appelle. At four o'clock the same afternoon the Queen's Own left for Qu'Appelle. At nine o'clock the following morning Qu'Appelle was reached. Here a large gathering of civilians, Indians and B Battery regulars welcomed the Torontonians, who remained in camp until April 10, when Col. Otter sent them to Swift Current, whence the long march to Battleford commenced in company with "C" Company regulars, artillery, and Governor-General's Foot Guards sharpshooters. Col. Herchmer was in command of the staff. By April 21 the force had forded the Saskatchewan and had travelled 40 miles on the other side. On

April 27 the column arrived at Battleford. The Queen's Own attended service at the Presbyterian church, and anxiously awaited news from Clarke's Crossing, where there had been a pitched battle between the force commanded by Gen. Middleton and the rebels a few days before. At Battleford the force consisted of 90 police, two companies of the 35th Battalion, 80; Ottawa Sharpshooters, 40; Queen's Own, 25; one half C Company, 40; B Battery, Kingston, 120.

#### THE CUT KNIFE FIGHT.

On May 6 this force, after marching many miles, attacked the Indians under Poundmaker, a well-known Indian chief. The battle was a complete victory for Col. Otter's force. The Queen's Own fought bravely, and happily suffered no serious losses. Eight men of the force were killed and 26 wounded, amongst the latter being Col.-Sergt. Cooper, Private Varey, Private Lloyd and Private George Watts, of the Queen's Own. It was afterwards found that the rebels had attempted to lead Col. Otter's force into an ambush, but luckily the commander's foresight prevented this.

The force returned to Battleford, where it encamped, afterwards going to Birch Lake. On Sunday, May 10, the force under Gen. Middleton had stormed Batoche and captured Riel.

On Thursday, July 23, with the Body Guards and Grenadiers, the Q.O.R. returned to Toronto. Their reception was as enthusiastic as it was deserved.

Since then the battalion has progressed steadily. Lt.-Col. Miller gave place to Lt.-Col. Allen, and now (1893) Lt.-Col. R. B. Hamilton is in command.

### CHAPTER CCXXXIII.

#### THE ROYAL GRENADIERS.

##### **The Regiment's History—The Formation of the Battalion—The Presentation of the Colours in 1863.**

The history of the 10th Royal Grenadiers is one fraught with great interest to many Torontonians. The battalion has been in existence since 1861, and during that time many well-known and successful citizens have been connected with it.

On the evening of Saturday, December 21, 1861, there was held in the Mechanics' Institute a meeting of many classes of men. Engineers, architects, surveyors, railway officials, contractors, mechanics and others were all there. F. W. Cumberland, to whom the scheme for the formation of a new militia owed its inception, moved the first resolution, calling for the formation of such a battalion. A committee was formed, which reported, at a meeting held a week later, that 230 re-

cruits had signed the roll, and that \$1,520 had been subscribed towards the expenses of organization. It was at this meeting that scarlet was decided upon as the colour of the regimental tunic. On the evening of Monday, December 30, 1861, the committee appointed at the general meeting met and proceeded to the selection of 48 members of a committee to nominate

#### THE OFFICERS.

Two evenings later these gentlemen were selected: Paymaster, John Stuart; adjutant, J. G. McGrath; quartermaster, Thomas Gundry.

Captains—F. W. Cumberland, A. Brunel, John Worthington, A. De Grassi, Sandford Fleming, W. G. Storm, Jas. Worthington, John McGee, A. Manning, Geo. Carroll.

Lieutenants—W. Steward, D. Fleming, E. Coatsworth, Henry Roberts, F. F. Passmore, John Boxall, G. B. Smith, J. Albiston, W. Stewart, J. Gritz.

Ensigns—J. J. Dickey, W. A. Stollery, Geo. R. Hamilton, R. Dinnis, E. M. Peele, W. R. Colwell, Robert Mitchell, H. F. Bescoby, Jas. Price, David Ramsay.

A week later the first meeting of officers was held, when Capt. Cumberland was named for the lieutenant-colonelcy, Captains Worthington and Brunel for the majorities, while Lieut. Coatsworth was appointed captain to fill the place vacated by Lt.-Col. Cumberland, and Ensign Price was given the vacant captaincy. Drs. Buchanan and O'Dea were elected surgeon and assistant surgeon.

A drill instructor was obtained, and drill for the officers began on Jan. 7th.

In the Canada Gazette, March 14 and 28, the 10th Batt. of Volunteer Militia Rifles was officially announced.

#### MILITIA GENERAL ORDERS.

Headquarters, Quebec,

March 14th, 1862.

No. 1.—The formation of the following corps is hereby authorized, viz.: 10th Battalion Volunteer Rifles, Canada.

Captains—John Worthington, Alfred John Brunel, Sandford Fleming, James Worthington, Alfio DeGrassi, John McGee, Emerson Coatsworth.

Lieutenants—Thomas Gundry, William Steward, Henry Roberts, David Fleming, Frederick Passmore, John Albiston, John Boxall.

Ensigns—James Isaac Dickey, William Stollery, Edward Moultrie Peele, Robert Mitchell, Richard Dennis, George Hamilton, Henry Bescoby.

In the Gazette of March 28th, 1862, appeared the following notification:

MILITIA APPOINTMENTS—Military District No. 5, Upper Canada. Tenth Battalion Volunteer Militia Rifles, Canada.

To be Lieutenant-Colonel—Major Fred-eric William Cumberland.



To be Majors—Captain John Worthington, from the first company, and Captain John Brunel, from the second company.

No. 1 Company—To be Captain, George Carroll, Esq., vice Worthington, promoted.

No. 2 Company—To be Captain, James G. Magrath, Esq., vice Brunel, promoted.

This was followed by the following General Order:

No. 2.—Promotions, appointments, etc. Military District No. 5, U.C.:

The seven Volunteer Militia Rifle Cos. gazetted this day at Toronto, under the command of the following officers, are hereby formed into a battalion under the provisions of Sec. 26 of the Consolidated Militia Law, and will be styled "The 10 Battalion Volunteer Rifles, Canada."

To be Major—Capt. Fred. Cumberland, from the 3rd Battalion, Toronto.

The roll of the regiment on March 10th, 1862, was as follows:

Company No. 1—A. Brunel, Henry Roberts, Geo. R. Hamilton, James Thompson, Joseph H. Campbell, James Thorn, Charles Parkham, Phillip Kavanah, Joseph Holman, William Douglass, Wm. H. Simpson, Edward Murn, Geo. Watson, John Degur, Alfred Berry, Alex. Fraser, William Sloggett, John Marsh, P. McCaudahie, W. I. Rolph, I. H. Hickman, Wm. Nicholls, Elias Yeo, P. More, Chas. Le Francois, Robert Douglass, Thomas Fennell, James Pim, Richard Lawrence, Thos. Peters, John Harvie, Chas. G. Dunn, Benjamin Dean, Stephen Matthews, Wm. H. Pettigrew, John Henderson, Thomas Flanigan, Joshua Dean, Phillip Warren, Renben Law, George Wilson, Charles Marson, Rich. I. Cole, Henry McCaffrey, Nicholas Holman, David Jack, Lyman Rhumor, Thos. Thompson, Taylor Butler, Wm. H. Cheshire, Chris. Verral, Joseph Benson, Alexander Stewart, Wm. McMullen, M. P. McNulty, Thos. Miller, Michael Burns, Mark Seddan, Jas. Vicars, Michael Lanrigan.

Company No. 2—Wm. Turner, Wilkinson Dean, Charles Curry, John Knowlton, Fred. Warren, James Grant, George Kitson, William Jones, John Keats, John Skidmore, A. Brunel, jr., Trolius Brunel, James R. Gibson, Joseph Woods, Henry Humphries, Henry Levett, James McIntosh, N. Dickey, Wm. James Hughes, Daniel Livingstone, Wm. Armstrong, W. J. McClery, James Cruickshank, Fred. Hood, W. W. Laird, George Hassard, Sandford Fleming, Wm. Hoey, Jas. Yeo, Theophilus Dubie, Jos. Heaslip, Patrick Kelly, Richard Smith, R. McDoryall, J. C. Taylor, Edward Cotterill, James J. Dickey, Arthur Carkeek, James Oigan, A. Dickie, Wm. Stewart, E. Moultree Peele, Joseph Green, Edward McGann, William Mara, H. McLaughlan, John Gillett, John Glynn, Michael Curly, John Mulloney, Jas.

Ross, E. Thornhill, Thomas F. Wilkins, Joseph Waddy, Donald Forsyth, William Mills, John Kelly, A. Taylor, John Taylor.

Company No. 3—Joseph Taylor, A. Degrassi, Charles Simpson, Edward Brookhead, John Huntley, Michael Milton, William Cullen, Thos. Aryleson, A. Wilson, James Murphy, Edward H. Coole, John Kent, Robert McKim, Richmond Sands, James Fairbanks, Michael Tobin, C. S. Heaps, A. Jackson, Robert Bell, Geo. M. Hall, Christopher Bendon, John Higgins, Austin McNamara, Owen McNally, Wm. M. Middleton, Stewart Burrows, Thos. Hopewood, John Mitchell, John Alston, William Jones, Elsi Wilson, James McAllister, James McCraw, C. E. Bull, J. G. Gibson, Thos. Snarr, Thos. Scott, Geo. Tate, James Litster, John Raulson, Andrew Parling, Wm. Fenwick, Andrew Moore, Thomas Gladstone, Henry Moore, John Thompson, John Cull, John Thompson, George P. Degrassi, John Stotes, Joshua Holdsworth, Alfred T. Shore, John Shanklin, Michael Tobin, jr., John Wilson, Thos. Jamieson, John Connor, Emerson Coatsworth, John Mossiman.

Company No. 4—Thos. Hurst, Mitchell Mount, John Ford, John Ellis, Henry Savage, James Murray, James Crother, Jas. Dudley, Thos. Dudley, Wm. Dudley, Geo. Peal, John England, John Meddlar, Henry Hurst, Henry Higgins, Edward Durrant, Joseph Archer, Thos. O'Connor, David Fleming, E. McGann, Edward Higgins, Wm. Thos. Durrant, John Dill, Wm. Diamond, Wm. Clowes, Chas. Leight, Wm. Murray, John Taylor, Thos. Hogarth, John Kerr, Alex. McCoy, Wm. T. Crewe, Joseph Archer, sr., Isaac Johnson, Thos. McMullen, James Bell, Robert Carroll, William Hodson, Robert Mitchell, Joseph Duggan, John Reed, W. C. Manson, Samuel Pettigrew, George Carroll, Thos. Carroll, Thos. W. Crews, John Hillock, John McGuire, S. M. Burney, William Virgo, George Copping, John Gibson, Thos. Skippon, Wm. Harris, John Neill, Nathaniel Dickey, William Jaffrays, William Boxall, George Boxall.

Company No. 5—Wm. Robertson, Wm. Goyen, James Royle, Joseph Marshall, Henry Jackman, Josiah Creys, James Henderson, John Auchifler, Geo. Hutchison, Michael Reardon, John Macintosh, John Boxall, E. Jacobs, Thomas Carfrae, A. Auchinloss, John Burns, James Milligan, John Worthington, William Steward, Richard Dinnis, James Farrall, W. E. Nilson, David Thomas, Jacob Nokes, Simon Strachan, Richard Finlay, Wm. Mulvey, Fenton Burns, Robert Hill, Peter Gall, John Mansall, William Whitcomb, James Campbell, William Ford, Philip Kelly, Michael Keating, James Miller, Jesse Fensome, Edwin Fairchild, Thos. Scott, Wm. Stewart, jr., John W. Reeves, Dun-



can McWatt, George Guysden, Alexander Beemer, John Greig, John Bombrick, Wm. Best, Wm. Carter, John Carter, Samuel Stow, Wm. Hill, Augustus Abell, Wm. Black, Jas. Bennett, Wm. John Baxter, Wm. Graham, Walter Gray, Chas. Gould.

Company No. 6—Michael McCabe, Robt. Tait, John I. Miles, Wm. Wright, Wm. Craig, James I. Pike, Wm. Charles Snelling, Wm. Davis, Wm. I. Givens, Wm. Wilson, Thomas Gladstone, R. Coulter, Wm. Burns, John Thompson, John Ray, Matthew Peard, James Hawke, Wm. Murphy, Alex. Johnstone, Thos. Barry, J. Hissop, George Husband, James Worthington, J. B. Smith, Wm. A. Stollery, R. W. Coupland, John Worthington, jr., John Greenless, Arthur Coleman, G. L. Parradis, Wm. Cruse, Wm. Crowden, Archibald Campbell, Robert Campbell, John Foster, Thomas Hellem, Samuel Dodd, Wm. H. Edwick, James Hawkes, James Ramsey, James Hobbs, John Stevenson, Thomas Fairbairn, James Thompson, Henry J. Smitt, Edward Hali, John Trevail, James Williams, John McCain, Wm. D. Rogers, Wm. Gourlay, John Malcolm, Andrew Sander, Thomas Elison, Henry Jackson, Richard Smith, George Rushback, James Edgear, Alex. Wray.

Company No. 7—R. E. Gregg, James H. Spring, C. W. Buchanan, jr., John Shannon, Wm. Hughes, John J. Miles, Michael Smith, James Crooks, John Owlger, A. D. Peal, Joseph Rogers, S. Watson, W. J. Stibbes, Henry Jacobs, Thos. Downey, Eben Nicholson, W. R. Adams, Henry Henwood, John Smyth, J. Turner, Wm. Henderson, Robert Mishun, George Tait, Geo. L. Armstrong, R. S. Colley, O. G. McIntie, John Skaith, Alex. Scott, Thomas Coleman, John Rogers, W. D. Rogers, John M. Scott, George Campbell, Peter Jacobs, B. B. Tracy, M. Gardner, W. H. Gough, Francis Tweedie, Samuel McCord, James Waldie, Robert Harrison, John McLaughlin, James Spence, John Bristo, George Steels, Joseph Williams, H. Woodhouse, Wm. Crocker, Wm. Sturgeon.

From the inception of the regiment the Tenth Royals made steady progress. It was recruited, in accordance with the design of its founders, from the artisans and mechanics of the city. A healthy rivalry between it and the Queen's Own sprung up, although, of course, the Royals and their dark uniformed brothers-in-arms were always on the best of terms. The chief difficulty encountered was that of obtaining the necessary establishment of officers, for Toronto being early in the sixties a place of barely fifty thousand inhabitants, comparatively few of her young men felt justified in expending the amount necessary for the purchase of the uniform. Still, the battalion made steady

progress, and when the Fenian war cloud appeared, the Tenth Royals had made a name as one of Canada's crack corps.

At a meeting of the officers held in April, 1862, a committee composed of the field officers, together with Capt. DeGrassi, Lieut. Gundry, Ensign Bescoby and Capt. Worthington were appointed to draft by-laws for the general government of the battalion. It was arranged that the field officers post officers to each company as follows:—

No. 1 Company—Capt. ———, Lieut. Steward, Ensign Dinnis.

No. 2 Company—Capt. McGrath, Lieut. Roberts, Ensign Hamilton.

No. 3 Company—Capt. Fleming, Lieut. Passmore, Ensign Pelle.

No. 4 Company—Capt. Jas. Worthington, Lieut. Gundry, Ensign Stollery.

No. 5 Company—Capt. DeGrassi, Lieut. Albiston, Ensign Bescoby.

No. 6 Company—Capt. Coatsworth, Lieut. Fleming, Ensign Mitchell.

No. 7 Company—Capt. George Carroll, Lieut. Boxall, Ensign Dickey.

Capt. McGee, unattached.

Another meeting of officers was held early in May, 1862, when it was decided to procure 350 stand of new arms, those which had been purchased having proved unsatisfactory. At this time the recently issued militia general orders provided that the active militia should put in twenty-eight days' consecutive drill. This was considered to be an obstacle in the way of getting suitable recruits. The officers, in meeting assembled, passed a motion stating that in their opinion the period of drill should be left to the discretion of the commander-in-chief. It was also suggested that six days' drill would be more easily executed.

At this meeting an undress cap for the officers was adopted.

Some doubt having arisen as to the probability of the Government's acquiescing in the request regarding drill, the Lieut.-Col. was authorized to procure the recognition of the battalion as an artillery corps, should the course of events render it expedient to do so. The Government decided to amend the drill regulations.

Weekly parades were now held, and the British regulars at the New Fort furnished drill sergeants. The officers at the fort, the regimental minutes state, also lent their aid to the new officers, some of whom had absolutely no knowledge of military affairs.

On July 6, 1863, took place the presentation of colours to the 10th Royals by Mrs. Cumberland, wife of the lieutenant-colonel commanding. It was thus described by one of the newspapers of the day:

It is always a pleasing duty to chron-

icle the fact that any portion of the community are giving "aid and comfort" to the volunteer movement, but it is doubly gratifying when that aid and comfort come from the fairer sections of the community. The officers and men of the Tenth Royals may well feel proud of marching under the colours presented by the ladies of that city. Great preparations had been made for the important ceremony, both on the part of the officers and men. The scarlet uniforms lately supplied by the Government looked bright and gay, and it was the first time that the entire regiment had turned out in full dress uniform. That they made a fine appearance all who saw them admit. That each officer and man looked every inch a soldier nobody can deny.

At half-past two in the afternoon the regiment left headquarters, King street west, headed by the pioneer company and their band, in a neat white uniform like the regulars, and playing in capital style on the new instruments presented with their colours. They marched to the Queen's Park, where they executed well a number of battalion movements, under command of Lieut.-Col. Cumberland, and then marched to the cricket ground, where refreshments were served. The citizens were assembling at this time in great numbers on the common to witness the presentation. The spectators were estimated at five thousand persons. About four o'clock the sound of martial music was heard in the distance, and in a few moments the companies, comprising the Queen's Own Battalion, under command of Lieut.-Col. Durie, marched on to the common with a firm tread, headed by their band, playing a lively quick-step, and took up their position on the south side of the field. They had hardly got the word "Stand at ease" when the tune of "The British Grenadiers" was heard, and on came the gallant Tenth, and wheeled quickly in line on the right of their companions-in-arms.

Both battalions were eagerly scanned by their friends and fellow-citizens. To those who judged by colour only, the scarlet tunics gave the men of the Royals a decided advantage over the rifle green of the Queen's Own. Much regret was expressed when it was announced that owing to sickness Major-General Napier would be unable to be present to review the troops, and take part in the ceremony. He had, however, delegated Col. Robertson, Royal Engineers, commandant of the garrison, to take his place. Col. Robertson and staff took up their position in front of the brigade, now in line, and Col. G. T. Denison, having assumed the command, the troops presented arms.

An altar covered with a white cloth was placed a short distance from the line. Lieut.-Col. Cumberland, Ensigns Worthington and Sherwood, the two last junior subalterns in the corps, advanced and took up their position in front, and the colours were brought out from the tent, under charge of Sergt.-Major Helm and the colour sergeants with fixed bayonets, and placed on the altar. On a signal from Lieut.-Col. Cumberland, the committee of the ladies, headed by Mrs. Cumberland, Col. Robertson and staff, and Rev. D. McCaul, in full academic costume, left the tent, and approached the altar, facing the brigade. On coming to the front, Mrs. Cumberland in a clear tone of voice read the following address:

*To Lieut.-Col. Cumberland, the officers, non-commissioned officers and men of the 10th Royal Regiment of Volunteer Militia.*

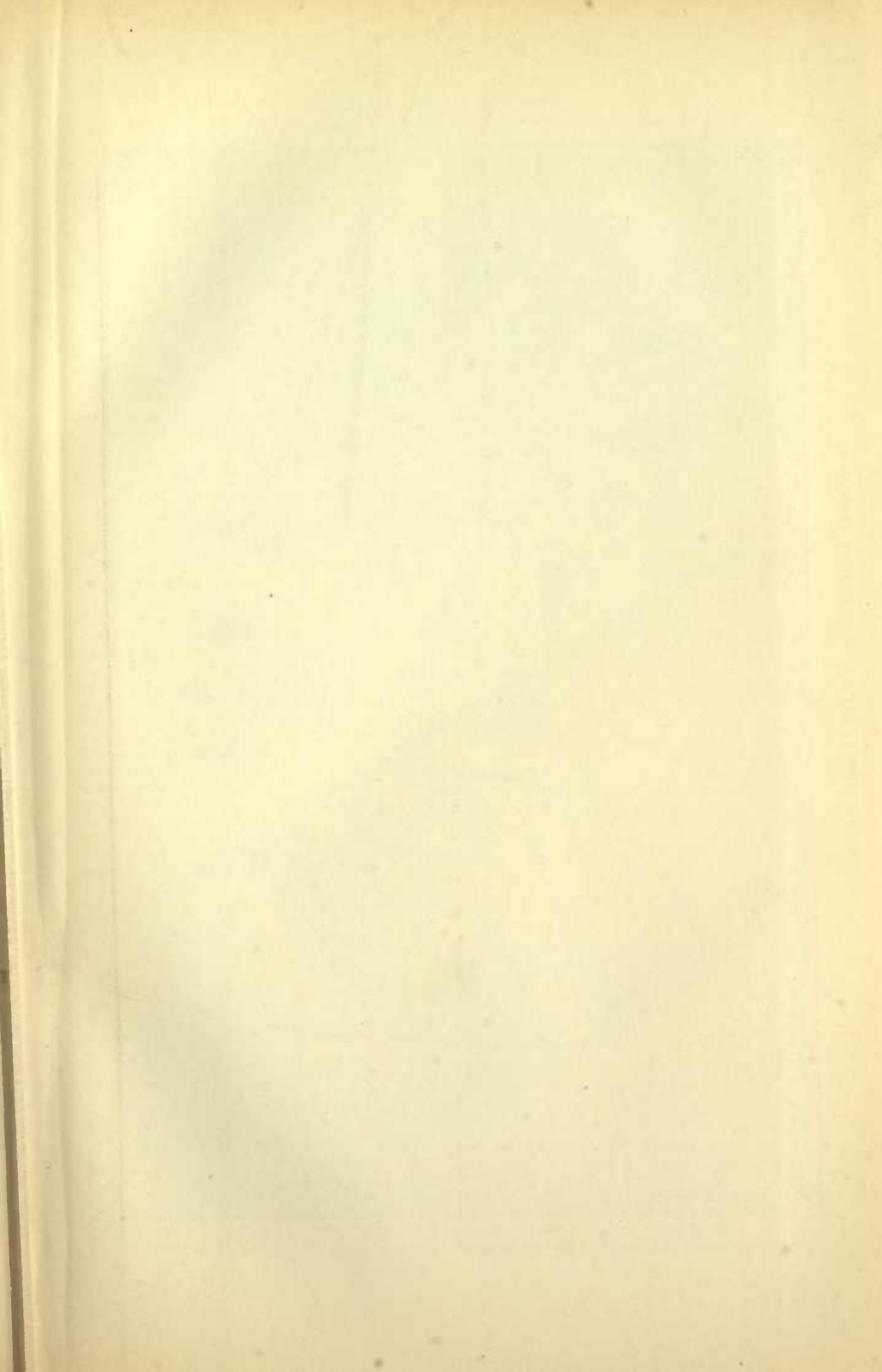
The ladies of Toronto request that you will do them the favour to accept the accompanying stand of colours for the regiment, together with a set of instruments for its band, as an evidence of the warm interest they take in the welfare of your corps, and their high appreciation of the spirit by which it is animated.

In confiding these colours to your charge, the donors are persuaded that they entrust them to those who will ever keep them in safety and in honour, nor do they doubt that if unhappily a necessity should arise for unfurling them in defence of the province, you will promptly rally around them at the call of duty, and, emulating the historic gallantry of your comrades of the regular service, you will bear them with a valour which will evince affectionate attachment to your homes, patriotic love of your country and loyal devotion to your Queen. (Applause.)

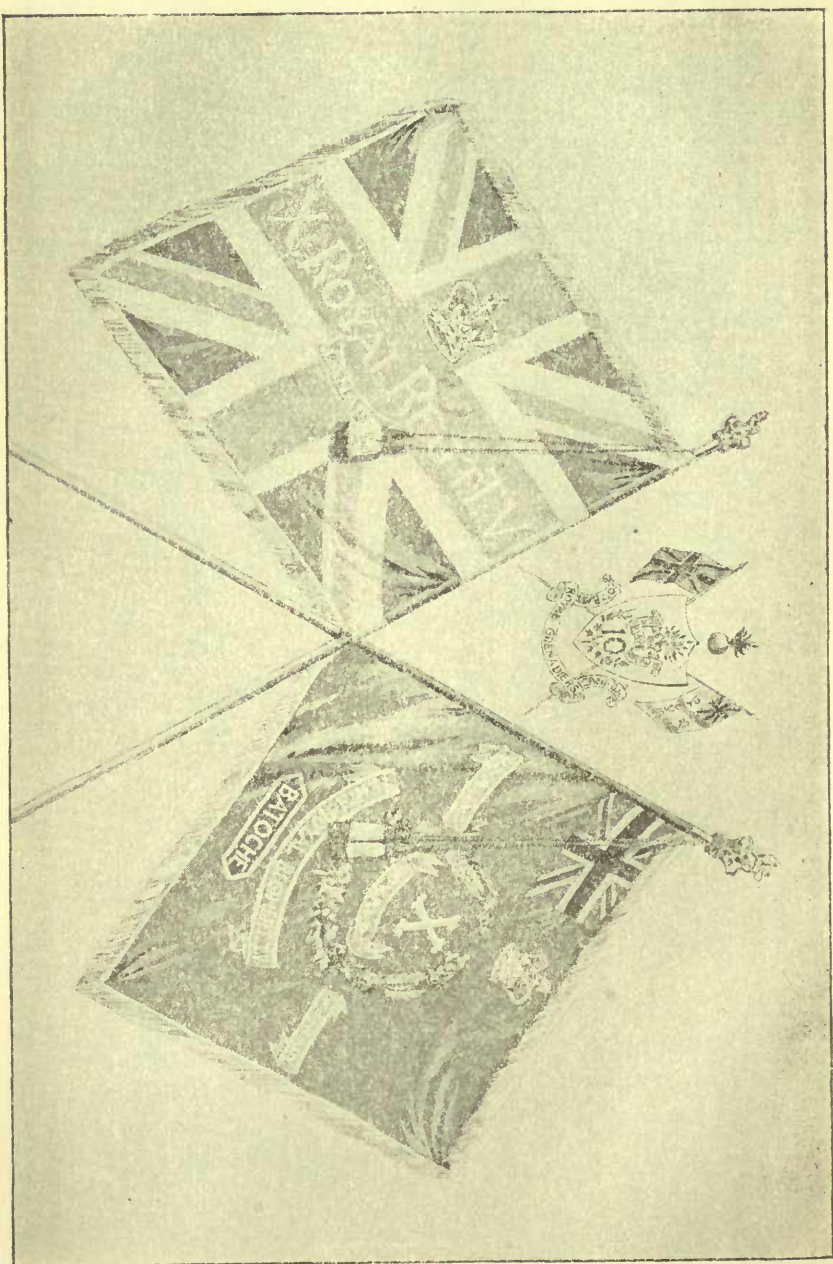
#### CONSECRATION OF THE COLOURS.

The Rev. Dr. McCaul, president and professor of the University of Toronto, consecrated the colours by offering up prayer.

Col. Robertson then handed, first the Queen's and then the regimental colours to Mrs. Cumberland, who presented them to the Ensigns, who received them kneeling. Mrs. Cumberland then advanced to the altar, and said she could not refrain from expressing the great pleasure it afforded her to take part in the interesting ceremony, in common with the ladies associated with her, in the presentation, all of whom naturally took the deepest interest in the welfare of the regiment. She could assure them that they would always be very zealous of the honour of the Royals, but they were certain that it would remain unsullied. (Applause.)







COLOURS OF 10TH ROYALS, NOW 10TH ROYAL GRENADIERS.

## THE SPEECHES IN RETURN.

Lieut.-Col. Cumberland said he desired to tender the ladies his most grateful thanks, on behalf of himself, the officers, non-commissioned officers and men of the Royals for the most excellent gift they had presented that day. He might say that, with arms in their hands, and by the blessing of God, they would stand up in defence of their happy homes. He hoped, as soldiers and as citizens, they would always be ready to do all in their power for their country, ruled over by one of the best and most beloved of Sovereigns. (Cheers.)

Rev. Dr. McCaul then stepped forward and, addressing the officers and non-commissioned officers of the "Tenth," said that it was with no ordinary pleasure he addressed them a few words on an occasion, the record of which, he had no doubt, would fill one of the brightest pages in the annals of their corps. It was gratifying and honourable to all concerned, to the givers and receivers, to the ladies who had presented the colours, and to those who had received them, and therefore he could, with perfect propriety, term the act a most noble one. It was a most noble act on the part of the ladies as it testified the interest they felt in the corps, and at the same time gave a proof of their liberality. By this public recognition they show they felt the practical utility of the force of the Province, and in explicit terms, said that if war should come, they were ready to do their part, to send forth their husbands, brothers and sons in defence of their country, trusting that God would, in His infinite mercy, bring them back to them unharmed. The act was also honourable to them as the donors in their address said they felt they were confiding the colours to worthy men, who, in the event of war, would stand side by side with the gallant regiments of the regular service sent out from the Mother Country in the day of our peril. When they looked at the Queen's Colour (Union Jack) they would remember their duty to the empire of which they formed a part and to the happiness they enjoyed under the benign rule of Our Most Gracious Sovereign. And when they looked at the regimental colour they would remember that they might be called on to defend their happy homes in this fair and fertile country, the birthplace or the land of adoption of them all. And in defending their homes they were also protecting their wives, their daughters, mothers, sisters, or someone who would one day take a deeper position than that of sister. Dr. McCaul closed his eloquent remarks by stating that he felt satisfied the men of the Royals would preserve the colours

with unsullied honour, and hand them down without a stain to those who succeeded them as emblems of the love they bore their country and their loyalty to their Queen.

At the request of the colonel commanding, the committee of ladies and gentlemen who had taken part in the ceremony passed down the front of the brigade, closely inspected the men, and retired to the tent. Col. Robertson and staff mounted their horses and took up a position on the west side of the field, facing the centre of the brigade.

## TROOPING THE COLOURS.

The ensigns and sergeants with the colours then marched to the left of the line and the escort company, headed by the bands, marched down, when the beautiful ceremony of trooping the colours was performed. The colours were now displayed to the breeze, and excited general admiration. They were certainly very beautiful, and reflect the greatest credit on the taste of the donors. The regimental colour is of a heavy blue silk, near the top is a crown, beautifully embroidered with the motto, "Ready, aye Ready!" The number of the regiment, "10th Royals," is encircled by a beautiful sewed wreath in appropriate colours, and composed of the rose, thistle, shamrock and maple leaf, while underneath are the words "Tenth Royal Regiment, I. V. Canada." On the Union Jack is a crown of bullion, with the words "Tenth Royal Regiment, I. V. Canada" of the same material. The staff of each colour is surmounted by a lion and crown in solid silver, and a shield inserted in each staff contains the legend that the colours were "Presented to the Tenth Royals by the Ladies of Toronto."

## REVIEWED BY THE COMMANDANT.

After the ceremony of trooping the colours terminated, the troops were drawn up in line. The word was then given and they quickly formed into companies. Each band took up a position at the head of its respective battalion and the companies marched past Col. Robertson and staff in slow and quick time, the officers saluting as they passed along. The marching of both battalions was highly creditable, and the wheeling, taken as a whole, well and squarely done. Of course some of the companies did better than others, but, where all tried to do their best, it would be invidious to particularize. The battalions next marched past in solid column and afterwards were drawn up in line. The advancing in line on the part of the "Royals" could not have been better executed by a regiment of regulars. On the word "halt" they halted as one man, showing a straight even line from



right to left. Col. Robertson then rode up in front of the brigade accompanied by his staff and the officers were called around him.

Col. Robertson addressing the commanding officers said that he had to state that Major-General Napier regretted that he could not be present on such an interesting occasion, in consequence of illness. It had afforded him (Col. Robertson) much pleasure to take part in the ceremony, and he had witnessed the performance of the various movements by the volunteers with surprise. Their marching past was excellent, their wheeling well done, and their advancing in line perfect. He then complimented both officers and men on their efficiency.

The troops presented arms, reformed column, and forming fours left returned to the city, the band playing martial tunes. As they passed the barracks on King street the guard of the 30th (Regular Army) turned out and presented arms. The Queen's Own paid the Royals a similar compliment as they marched into their headquarters, King street west. In the drill room the colours were furled, the troops dismissed, and the proceedings terminated.

On May 18, 1866, Col. Brunel, then in command of the Royals, received orders from headquarters to hold his command in readiness for immediate active service. The call was nobly responded to. Men who had left the battalion besought Col. Brunel to again enrol their names, and acquiescence being given in a large number of cases, the strength of the battalion went up to 607. Number 1 Company alone numbered 101 officers and men. From cupboards and presses in which they had lain for years, old, moth-eaten and condemned uniforms were brought to the light of day, and, in the skilful hands of the military tailor, were made presentable.

At last, on the evening of June 1, the summons came. The battalion was to leave for the front on the following morning. So long had this order been expected that the men were all in readiness, and on the morning of June 2, the Tenth Royals, over 600 strong, departed for the frontier, the Queen's Own, with some regulars, having gone over the night before. The citizens of Toronto turned out en masse to say farewell to the gallant redcoats, and cheer after cheer went up as the regiment marched from the old drill shed to the Queen's wharf station, where they took train for Suspension Bridge. The whole Niagara country was in a state of excitement. It was rumoured that no less than five thousand Fenians under "General" O'Neil had

crossed into Canada at Fort Erie, and that they were marching upon St. Catharines, burning and devastating as they went. No authentic information could be obtained by the Royals' commander as to the whereabouts of the Queen's Own and 13th, of Hamilton. The Tenth Royals proceeded by train to Chippawa, where the night was spent, and in the morning the 16th Bedfordshire Regt. arrived with a battery of field artillery. This made a column of a thousand men, and the march was continued up the river road, skirmishing parties being thrown out in front. Some ten miles up the river road word came that there had been an engagement at the hamlet of New Germany, some five miles inland, and the column proceeded thence. The marching was exceedingly fast, and the day terribly hot and sultry, so that some of the regulars, weighed down as they were with heavy knapsacks and equipage, dropped out. Better arrangements had been made in respect of the Tenth Royals, their impedimenta being

#### CARRIED IN WAGGONS.

at the rear of the column. The volunteers, having only their muskets and haversacks to carry, bore the march so well that not a man dropped out. This is hardly to be wondered at, as the Royals were composed, as has been stated, of hardy working men. Still, it would be unjust in any way to detract from their pluck and fortitude, qualities which their successors showed to have been handed down to them when marching over the trackless prairies of the North-west in the days of the last Riel rebellion.

Upon its arrival at the village of New Germany, the commanders of the column found that no Fenians had been seen in the vicinity, but that farmers' men had brought reports of their presence at Ridgeway, where, in fact, they had fought the force under Col. Booker. An immediate start was made for Fort Erie, as it was surmised that the invaders would have been beaten, and would retire. The 19 miles arduous march was made, and at nightfall the lights of Fort Erie were seen. At this time the rear of the fleeing Fenian column was also seen, and although an attempt was made to come up with the invaders, they got safely across the river, leaving, however, several of their wounded and some twenty odd of their men to be taken prisoners. Capt. George B. McMurrich headed the party which made the capture. The Fenians made no resistance, and squads of the Royals and regulars went into several houses and captured the adventurers. In a large barn several



were found concealed under the hay, and the dead body of one of them was found stretched out on a table. The prisoners were sent to Toronto under guard, and many of them were sentenced to various terms of imprisonment.

The Tenth, along with the regulars and other volunteers, remained at Fort Erie for some two weeks.

#### ▲ NIGHT ALARM

Alarms were still frequent, and it is related that one night the camp was startled by hearing a shot in the rear. Instantly the whole force sprang to arms, and when, a few minutes later, Col. Lowry, in command of the whole force, appeared, the Royals were found drawn up in the darkness, leaning on their rifles, and ready for conflict. The colonel was immensely delighted with this proof of their efficiency, and later expressed himself in very complimentary terms. The regiment, being composed of citizens of all trades, was in constant demand. They relaid railway tracks, repaired cars and engines, built bridges, made drains, sank wells, and generally did all the engineering work for the brigade. The return to Toronto was made June 16, and the regiment was gladly welcomed. Although it had not been in battle, it had rendered valuable service, and had in every way acquitted itself with honor.

Shortly afterwards Col. Brunel was succeeded by Lieut.-Col. Stollery, then by Lieut.-Col. Boxall, who in time was replaced by Lieut.-Col. Shaw. For some reason the efficiency of the battalion had retrograded, and in 1880, after being for some years almost moribund, the battalion after vigorous assistance from Colonel Cumberland, its founder, was reorganized with new officers, the old ones resigning. Lieut.-Col. Grasett took command, with Major Dawson senior major. The title of Royal Grenadiers was bestowed upon it, and prosperity once more shone on the corps. The tall bearskin worn by the British Grenadiers was adopted as the head-dress, and Col. Grasett, who, with Major Dawson, had served in the regulars, soon brought the regiment up to the mark.

### CHAPTER CXXXIV. CAPITULATION OF YORK.

**The Forces Engaged—Prisoners Who Were Taken—Terms of Surrender—Who Was Responsible?—General Shenck's Services.**

With the opening of navigation on the rivers and lakes of Upper Canada in 1813, the note of war which had rung through the

province in 1812, and which was stilled by the approach of winter, again resounded.

The General in command of the United States Army of the North, in pursuance of the real object of the war, namely the conquest of Canada, determined to make an attack upon, and if possible capture, the capital of the upper province, the town of York. That this was the design there is no doubt. The following extract from the instructions issued to the commander-in-chief of the American forces establishes that fact conclusively. He writes thus:

"FEBRUARY 10th, 1813.

"I have the President's orders to communicate to you, as expeditiously as possible, the outline of campaign which you will immediately institute and pursue against Upper Canada:

"1st—4,000 troops will be assembled at Sackett's Harbor.

"2nd—3,000 will be brought together at Buffalo and its vicinity.

"The former of these corps will be embarked and transported under convoy of the fleet to Kingston, where they will be landed. Kingston, its garrison and the British ships wintering in the harbor of that place will be its first object.

"The second will be York (the capital of Upper Canada) the stores collected and the two frigates building there."

In accordance with these orders, on April 25th, 1813, the fleet under command of Commodore Chauncey sailed for York, having on board the American General Dearborn, his staff and a very considerable force.

It is somewhat difficult to say what the exact number of troops was. Some writers have given it as low as 1,600 men, while one has gone so far as to say it was 5,000.

Commodore Chauncey himself says:—"I took on board the general and suite and about seventeen hundred men." So probably, if we include the sailors and marines of Chauncey's fleet, there were from two thousand two hundred to two thousand four hundred men.

This force reached York on April 27th, and preparations were at once made by General Dearborn to effect the landing of his troops. York was at the time all but absolutely defenceless. James gives the following painful picture of the state of unpreparedness: "The guns upon the batteries, being without trunnions, were mounted upon wooden sticks, with iron hoops and therefore became of very little use. Others of the guns belonged to the ship that was building, and lay on the ground partly covered with snow and frozen mud."

The various vessels having taken up posi-

tion so that they might be able to cover the troops as they landed, they began to disembark early in the morning, Forsyth and his corps of riflemen being the first to make the attempt. It had been the intention to make the landing close to the site of the old French fort, but the wind being very high the boats were driven to leeward and the landing actually took place some half mile further to the west. Armstrong says this spot was "thickly covered with brushwood, and already occupied by British and Indian marksmen." It was nothing of the kind; had it been so Forsyth and his men would never have got any further; they had trouble enough to get as far as they did. It was really held by Major James Givens, formerly of Simcoe's corps, the Queen's Rangers, a man still honorably remembered in Toronto, and whose daughter, Mrs. Hillier, now at the great age of 93 years, still survives (1893). With the major were about twenty-five Indians and sixty men of the Glengarry Fencibles.

So stubborn was the defence made by Givens and his little band, that Forsyth, who lost many of his men, was about to retreat, when he was opportunely reinforced by the arrival of a regiment of infantry under command of Major King.

The total force the Americans had already landed amounted (and their own authority is quoted) to more than 1,000 men, and these were encountered by one hundred and sixty men of the 8th Royal Regiment, fifty of the Newfoundland veterans, and two hundred and twenty militiamen. These troops James tells his readers, "made a formidable charge upon the American column and partially compelled it to retire." Nothing better illustrates the principle of "how not to do it," than General Sheaffe's conduct on this occasion. He was no coward it is true, but he was a "bungler" and that is almost as bad. He sent Major-General Shaw with forty men and a six pounder gun to the line of Dundas street, where he stopped all through the action and never fired a shot. Lastly, he, finding resistance no longer practicable, retreated to Kingston, leaving the militia and civil authorities to take care of themselves. In his despatch to the commander-in-chief, Sir George Prevost, General Sheaffe writes:—"Lieutenant Colonel Chewett and Major Allan of the Militia, residents in the town, were instructed to treat with the American commanders for terms." These were as follows:—

Among the killed and wounded at the siege of York were the following:—Killed Captain Maclean, 8th Regiment. Wounded, Lieut. Koven, R. N. V.; Ensign Robins, of

the Glengarry Light Infantry; Captain Loring, 104th Regiment; Captain Jarvis, Incorporated Militia, and Barrack Master Hartney.

The total killed, officers N. C. O. and rank and file, amounted to sixty-two. The wounded to thirty-four. Auchinleck in his "War of 1812" says: "Sheaffe was superseded for his blunders in the defence of York," and well he deserved to be, but it is astonishing to find him in 1851 a full general of thirteen years' standing and colonel in chief of the 36th Regiment since 1829. Yet Hart's army list in recording the general's war services wholly omits anything about York, but says a good deal about Queenston.

None of those who were in arms in 1813 now survive. They have all passed away into the great unknown. Yet many of them whose names are given on the capitulation

"In departing left behind them  
Footprints on the sands of time."

Our thanks are due to the Hon. G. W. Allan, who kindly placed at our disposal the original documents of the capitulation.

The following is the full text of the capitulation:—

*Terms of Capitulation entered into on the 27th April, one thousand eight hundred and thirteen, for the surrender of the Town of York, in Upper Canada, to the army and navy of the United States, under the command of Major General Dearborn and Commodore Chauncey.*

That the troops, regular and militia, at this post, and the naval officers and seamen, shall be surrendered prisoners of war. The troops regular and militia, to ground their arms immediately on parade, and the naval officers and seamen immediately surrender.

That all public stores, naval and military, shall be immediately given up to the commanding officers of the Army and Navy of the United States.

That all private property shall be guaranteed to the citizens of the town of York. That the papers belonging to the civil officers shall be retained by them. That such surgeons as may be procured to attend the wounded of the British Regular and Canadian Militia shall not be considered prisoners of war.

That one lieutenant-colonel, one major, thirteen captains, nine lieutenants, eleven ensigns and one quarter master, one deputy adjutant-general of the militia, namely:—

1. Lieut.-Colonel Chewett; 1. Major W. Allan; 1. Captain John Button; 2. Captain John Wilson; 3. Peter Robinson; 4. John Arnold; 5. James Fenwick; 6. James Mustard; 7. Duncan Cameron; 8. David Thomson; 9. John Robinson; 10. Samuel Ridout; 11. Thomas Hamilton; 12. John Burn; 13. William Jarvie. Lieutenants—1. John H. Schultz; 2. George Mustard; 3. Barnet Vanderburgh; 4. Robert Stanton; 5. George Ridout; 6. William Jarvis; 7. Edward McMahon; 8. John Wilson; 9. Eli Playter.

Ensigns—1. Andrew Thorn; 2. Andrew Smalley; 3. Donald McArthur; 4. William Smith; 5. Andrew Mercer; 6. James Chewett; 7. George Kuck; 8. Edward Thomson; 9. Chas.

7-4... was my paper belonging  
to any of the Civil public officers  
He disordered in the same light



## Terms of Capitulation, 1813.

Terms of Capitulation entered into on  
the 27<sup>th</sup> April One Thousand eight Hundred  
& thirteen for the Surrender of the Town of  
Yak in upper Canada to the ~~Army~~  
& ~~Army~~ of the United States under the  
Command of, <sup>Major Genl. Decatur</sup> Commodore Chauncey of  
the ~~Army~~ and of Colonel ~~Tracy~~  
of the ~~Army~~

1<sup>st</sup> That the Troops Regular and  
Militia at this Post and that the  
Searmen of his Britanice Majesty  
at this Post be surrendered Prisoners  
of War The Troops Regular and  
Militia to ~~form~~ their arms im-  
mediately on Parade — and with the  
Learned <sup>and</sup> ~~this company~~

That all public Stores cross arms  
and Ordnance Stores be surrendered  
immediately — the Commanding  
Officers of the <sup>Army</sup> ~~Army~~ of the United  
States —

that all private property be considered  
sacred and Guaranteed by the Comm-  
ing Officers of the Army & Navy of the  
United States to the Citizens of the Town  
of York — That the Papers belonging  
to any of the Civil public Officers  
be considered in the same light  
as private property —

That such Surgeons as may be  
procured to attend the Sick & ~~wounded~~  
wounded may not be considered  
prisoners of War —

The above terms subject to the  
Ratification of refusal of the  
Commanding Officers of the  
Army & Navy

~~Committee of A~~  
Ad. Col. 3rd Albany  
used  
William  
Major 15th Inf.  
W. C. C. 2nd Col.  
Command 3rd Regt. 1st New York





shall be authorized to receive of them and account for  
in the Exchange of Prisoners between the United States & Great  
Britain Signed J. C. Mitchell of Mass - Lt. Col -  
3rd Battery United States

\*) Samuel Corner Major of 66 to Major General  
Dagoborn Major 15<sup>th</sup> of Infantry -  
Wm King Major 15<sup>th</sup> of Infantry -

19 Elliot Lind St. N.Y.

2) J. D. Elliot died 28.1.1847  
3) Wm. Chawth. Lewis, Colonel Com. many  
3.0. Regt York Militia

11) *Sp. Allan May 29<sup>th</sup> 1891 York Institute*  
12) *& Pennsylvania of Marine Dept.*

Apr 20<sup>th</sup> 1813 The foregoing agreement of Capt. & others

4 copies of new  
Report of Dearborn Maps Genl  
-- " -- " Isaac Phinney Cambridge.

Terms of Capitulation entered into on the 27<sup>th</sup> April one thousand eight hundred and thirteen for the surrender of the Town of York in Upper Canada to the army and navy of the United States under the commands of Major General Dearborn & Commodore Chauncey -

That the troops Regular and Militia at this post, the Naval Officers & Seamen shall be considered Prisoners of war. The Regts Regular and Militia to ground their arms immediately on Parade & the Naval Officers & Seamen be immediately surrendered.

That all Public Stores Naval and Military shall be immediately given up to the commanding Officers of the army & Navy of the United States.

That all private property shall be guaranteed to the citizens of the Town of York. That the papers belonging to the Civil Officers shall be retained by them, that such Surgeons as may be procured to attend the wounded of the British Regular & Canadian Militia shall not be considered Prisoners of war.

That one Lieut. Colonel, one Major, thirteen Captains, nine Lieuts, Eleven Ensigns, & one Quarter Master, one Deputy Adjutant Genl. of the Militia, namely

1 Lieut Col. Chewett	- 10 <sup>th</sup> Captain Samuel Redout
1 Major St. John	11 - - - - - Thos Hamilton
1 Capt. John Briston	12 - - - - - John Burn
2 - - - John Wilson	13 - - - - - William Jarvis
3 - - - - - Wm Robinson	Lieutenants 1. John R. Schultz
4 - - - - - Wm Arnold	2 - - - - - George Mustard
5 - - - - - James Fenwick	3 - - - - - Samuel Vanderburgh
6 - - - - - James Mustard	4 - - - - - Robt Stanton
7 - - - - - Duncan Cameron	5 - - - - - Geo. Kidgley
8 - - - - - David Thomson	6 - - - - - William Jarvis
9 - - - - - John Robinson	7 - - - - - Edw McMahon

Lieutenants 3. John Wilson

9 Ely Playter

Ensigns 1. Andrew Thom

2 - - - - - Wm. Smith

3 - - - - - Donald McArthur

4 - - - - - William Smith

5 - - - - - Andrew Fowler

6 - - - - - James Chewett

7 - - - - - George Luck

8 - - - - - Edward Thomson

9 - - - - - Charles Denison

10 - - - - - George Denison

11 - - - - - Peter Boulton

Quarters Master Charles Baynes

Twenty Ensigns, four Corporals & two hundred and four rank.

& file

of the Field Train Department - 1 Wm Deubar

of the Provincial Navy - 1 Captain Francis Goureaux

1 Lieut. - - - - - Green

Midshipman 1 John Redout

Clerk 2 Lieut. Biquette

1 James Longdon

One boatswain, fifteen naval artificers.

Of the Majesty Regular Troops 1 Lieut. - - - De Koven

1 Sergeant Major

and of the Royal Artillery one Bombardier & three Gunners

shall be surrendered as Prisoners of War, and accounted for

in the Exchange of Prisoners between the United States & Great

Britain Signed) J. C. Melville of the U. S. Army

5 Artillery United States

1) Samuel Conner Major & Lieut to Major General

Dearborn 15<sup>th</sup> U. S. Infantry -

1) Wm King Major 15<sup>th</sup> U. S. Infantry -

1) J. D. Elliot Lieut. U. S. Navy

1) Wm Chew Lieut. Colonel commanding

5<sup>th</sup> Regt York Militia

1) J. M. Allan Major 3<sup>rd</sup> Regt York Militia

1) F. Goureaux Lt. Marine Dept

York April 20<sup>th</sup> 1813. The foregoing agreement of Capitulation

is approved by us  
Signed) J. Dearborn Major Genl  
- - - - - Isaac Chauncey Commodore





Dennison; 10, George Dennison; 11, D'Arcy Boulton.

Quartermaster—Charles Baynes.

Nineteen sergeants, four corporals and two hundred and four rank and file.

Of the Field Train Department—1, William Dunbar.

Of the Provincial Navy—1, Captain James Gouvreaux; 1 Lieutenant—Green Midshipmen; 1, John Kidout; 2, Louis Beaulre, clerk; 1, James Longsdon, one boatswain, fifteen naval officers.

Of His Majesty's Regular Troops—1, Lieut. de Koren, 1 sergeant major and of the Royal Artillery one bombardier and three gunners—shall be surrendered as prisoners of war and accounted for in the exchange of prisoners between the United States and Great Britain.

Signed,

G. C. Mitchell, of Maryland, Lt.-Col. 3rd Artillery, United States.

Samuel S. Conner, Major and A. D. C. to Major-General Dearborn.

Wm. King, Major 15th U. S. Infantry.

J. D. Elliott, Lieut. U. S. Navy.

Wm. Chewett, Lt.-Col. commanding 3rd Regiment York Militia.

Wm. Allan, Major 3rd Regiment York Militia.

F. Gouvreaux, Lieut. Marine Department, York, April 28th, 1813.

The foregoing agreement of capitulation is approved of by us.

Signed,

H. DEARBORN, Major-General.  
ISAAC CHAUNCEY, Commodore.

## CHAPTER CCXXXV.

### ST. JAMES' RECTORY.

**The Man Who Built It—Its Earlier Purpose—Its Occupant for more than Forty-Five Years—The Late Dean.**

The old-fashioned red brick house of two storeys, situated on the southern side of Adelaide, about one hundred and fifty yards to the west of Jarvis street, is one of the oldest brick buildings in the city, indeed is said to be the third such house that was erected.

Be that as it may, this house, for long years the residence of the late Dean of Toronto, the Very Reverend H. J. Grasett, D. D., (and now occupied by his successor as rector of St. James', but not as dean, the Rev. Canon Dumoulin,) has played no unimportant part in the history of this city and also in that of the Anglican Church in Canada.

The house was built in the early part of the century, it is believed about 1825, but the date is very uncertain, by a man named Andrews, who had intended the building for a hotel, if indeed it was not actually used for that purpose. This latter supposition is more than probable, as when the late Dean first occupied it, each door in the upper floor bore a number. A well-known person named Fenton also lived there. He was clerk, sexton, bead e and gen-

eral factotum at St. James' church, and by the younger members of the congregation at any rate was looked up to as a very important person. He occupied the house until 1837, when the Rev. Henry James Grasett began his tenancy, which terminated only with the life of that gentleman.

Henry James Grasett was the son of Dr. Grasett, of the 48th Regiment, and was born in Gibraltar on June 18th, 1808. It is worth noting as a somewhat singular coincidence, that not only the Grasett family, but also the Gambles and the Macaulays, of Toronto, were descended from doctors who served in the British army.

Young Grasett, on leaving school, was entered in 1831 at St. John's College, Cambridge, where, for his last year, he had as a fellow undergraduate, his afterwards close friend, brother clergyman and townsman, the Reverend Henry Scadding. Mr. Grasett, as he was then, took his degree as B. A. in 1834, became M. A., eight years later, became B. D. in 1853, and finally Doctor of Divinity in 1869.

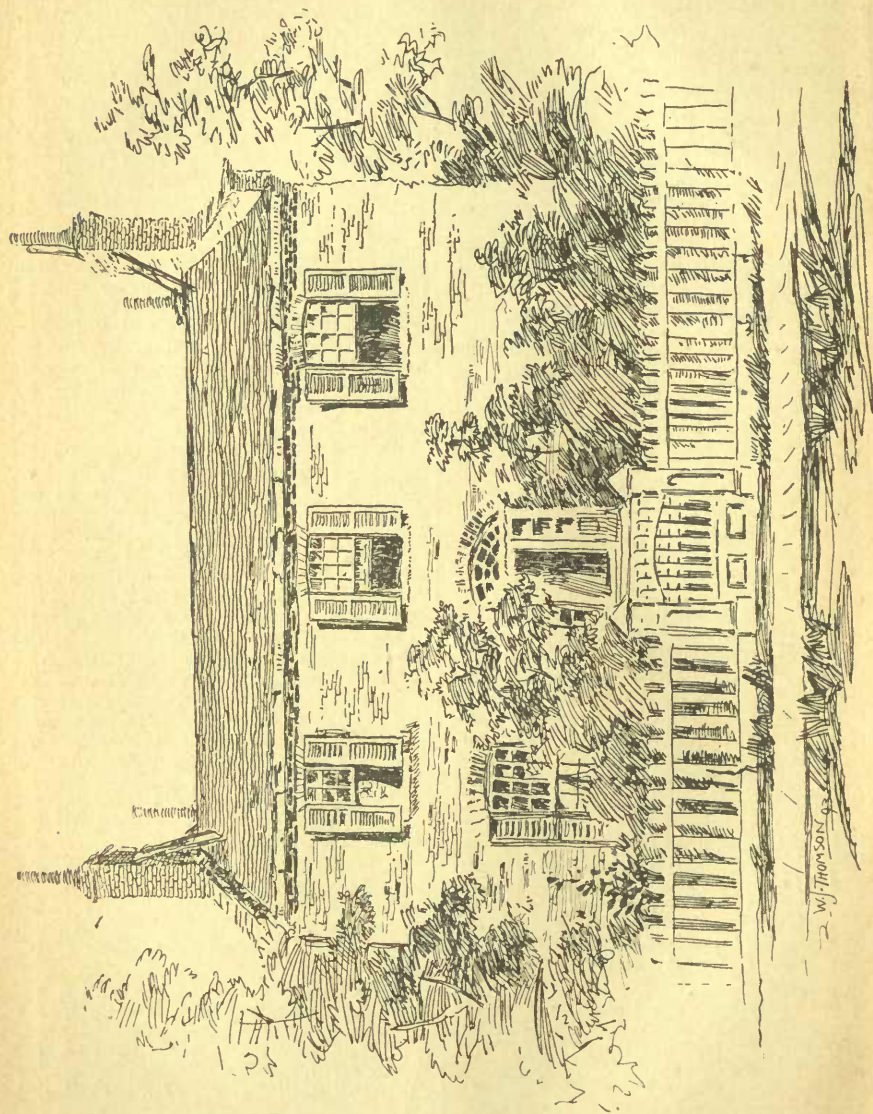
His first charge was in Quebec, after being ordained Deacon in 1834, by Bishop Stewart, of Quebec. In the following year he was ordained priest by the same prelate, and in July of that year was appointed by his diocesan, assistant minister of St. James, Toronto, Archdeacon John Strachan being rector. It seems strange that less than sixty years since Toronto and Quebec were in the same diocese, and that the bishop of the latter place had a residence, which he occupied occasionally, in Toronto.

Prior to leaving Quebec, Mr. Grasett was appointed domestic chaplain to his bishop. That was in 1835, and despite the fact of his removal to Toronto, in such high esteem did Bishop Stewart hold him, and so greatly did he value his counsel, that he held that office until the death of the bishop a few years later.

In the latter end of 1839 Archdeacon Strachan became the first Anglican bishop of Toronto, but still remained rector of St. James', not resigning that preferment until 1847, when Mr. Grasett was appointed in his place.

Immediately upon being consecrated bishop, Dr. Strachan appointed Mr. Grasett his examining and also his domestic chaplain, and these two offices Mr. Grasett filled, together with that of private secretary to the bishop, until the decease of the latter in 1868.

In St. James' rectory Dr. Strachan often discussed with his friend and chaplain the knotty questions of the day. The subjects of the Clergy Reserves, Trinity College, St. James' Cathedral, the



ST. JAMES' RECTORY—FRONT VIEW.

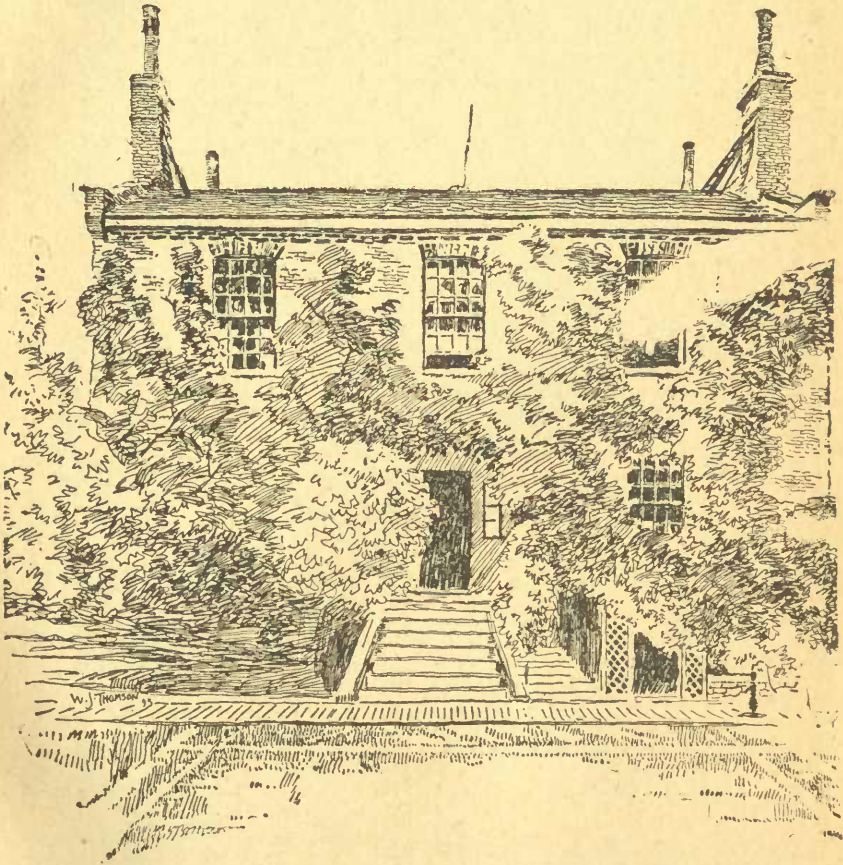


division of Toronto diocese and many others that at the time caused heart burnings and ill-feelings, not only among Anglicans but amongst those of other denominations also, were here debated by the warm-tempered, plain-spoken, though kind-hearted bishop, with his sagacious counsellor, Mr. Grasett.

Quiet in manner as he was, Mr. Grasett had no fear of expressing dissent when he

It is not to be supposed Mr. Grasett was without an opinion on this vexed question ; indeed it is well-known he had very decided views on the point, but he was able to hold them and to give expression to them also without causing offence to those who differed from him.

Among other notable visitors at the rectory was Dr. Burnside, who resided on



ST. JAMES RECTORY—REAR VIEW.

felt it, from the bishop's views, but so unbounded was the confidence the latter placed in him that their friendship was never interrupted for a day.

Many still remember the violence of the controversy over the Clergy Reserve question and how strongly, not to say bitterly, Dr. Strachan was attacked, and how vigorously he defended himself and his policy.

Yonge street, and who also greatly valued Mr. Grasett's opinion. The Doctor was a munificent benefactor to Trinity College ; he died in 1855. Each Christmas Day, so long as the late Dean survived, there was one guest always looked for, who always came and who was always honored, that was the now venerable and venerated Dr. Scadding. The friendship of those two



members of the same Alma Mater began in 1831, and only terminated with the death of the elder of them.

Mr. Grasett was appointed the first Dean of Toronto in 1867. He proceeded to England about eighteen months later, or possibly a little longer, for the purpose of taking his degree as D.D.

Among well-known clergymen who visited at the rectory may be mentioned the late Arthur Penrhyn Stanley, D.D., Dean of Westminster; Selwyn, the famous missionary bishop and many others.

Canon Edmund Baldwin for many years worked side by side with the Dean at St. James', and exercised an influence among the congregation second only to that of the Dean himself.

The Dean married in 1837, Miss Stewart, daughter of the Honorable John Stewart, a member of the Legislative Council of Lower Canada. They had a large family of sons and daughters. Among the former are Toronto's present chief of police and Dr. Grasett, a medical practitioner in the city.

The Dean died in 1882, respected by all, even by those who differed most strongly from him. He was never a brilliant man, but he was what is better—he was a thorough man in all his dealings and in all he undertook. He occupied a difficult position under trying circumstances and at a very critical period, and exercised great influence among a large section of the city's residents, and exercised it wisely. Though no time-server, yet he recognized, very wisely, that among many men there are many minds, and where principle was not involved he was always ready to waive his particular prejudice in favor of unanimity.

He was a pioneer in the history of the Anglican Church in Canada, and few men have held a public position such as his was so blamelessly. In the chancel of the church, where for so many years he had ministered, his remains were interred, and there not long afterwards his widow was laid beside him. "In the vast cathedral leave him."

## CHAPTER CXXXVI.

### FRONT STREET OF OLD.

**The Gooderham Wharf and Mill—The Fair Ground—Other Notable Buildings—The Old Fort.**

Less than half a century since, so recently as 1851 or '52, any one might have strolled from the east to the west of the city along Front street, from Gooderham's mills to the Old Fort, at almost any hour of the day, without meeting more than a score or so of

people in the entire length of the promenade, or a single incident happening to attract any attention.

Beginning one's walk towards the west, the first prominent buildings reached would be those numbered 1, 2 and 3 in the engraving. These were the wharf and storehouse, the mill and the residence, of a veritable pioneer of commerce in the city of Toronto, the late Mr. William Gooderham.

Mr. Gooderham was born in Scole, Norfolk, England, on August 29th, 1790. In his very early days he was under the care of a relative engaged in the East Indian trade in London, England.

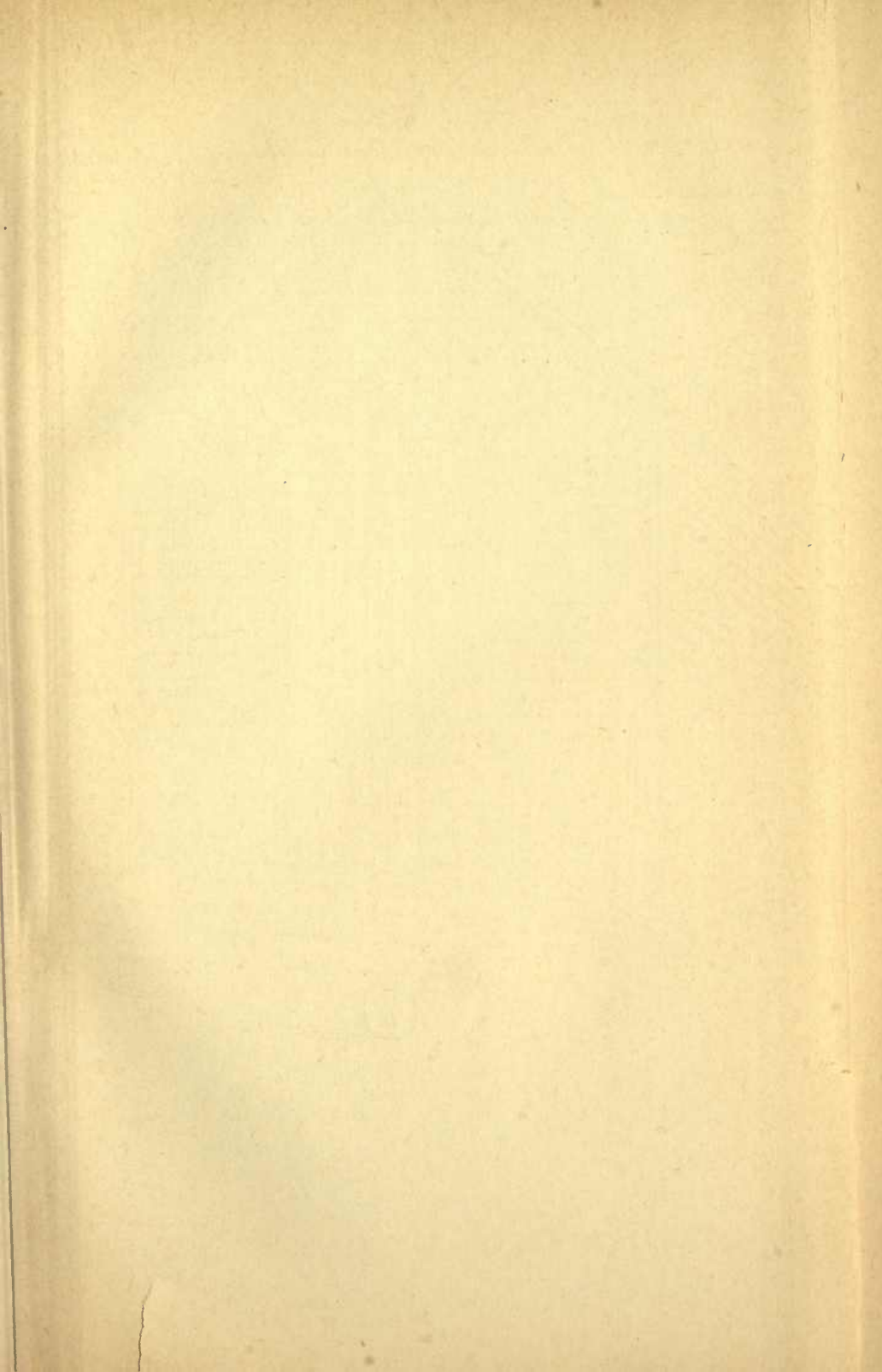
That did not continue very long though for when yet a very young man, Mr. Gooderham enlisted in the Royal York Rangers, an Imperial corps long since disbanded, and went with them to the West Indies. It was not long before he learned something of the grim realities of a soldier's life, as his regiment was not only engaged at Martinique and also at Guadaloupe. However, he came safely through the campaign, but on his voyage home to England narrowly escaped death by drowning, if not by fire.

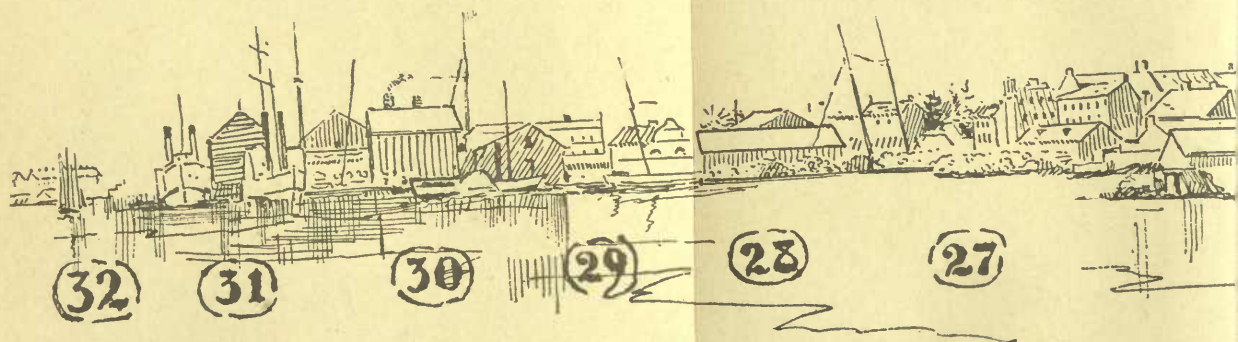
His Majesty's ship *Majestic*, on which he had embarked, took fire, and only with the greatest difficulty were those on board saved. For some little time after his return to the old country Mr. Gooderham remained in H. M. service, employed on the recruiting staff, where he amassed a considerable sum of money. Eventually quitting the army he, in 1832, came to Toronto, accompanied by no less than fifty-four other relatives.

But Mr. Gooderham was something more than a mere colonist, he was a very considerable capitalist, as in addition to his relatives he had with him £3,000 sterling, equivalent to \$15,000, or very nearly so, and for these days a very large sum. It was, indeed, when Mr. Gooderham deposited it in the Bank of Upper Canada, the largest sum that Mr. T. G. Ridout, the cashier of that institution, had ever received over his counter to the credit of a private account.

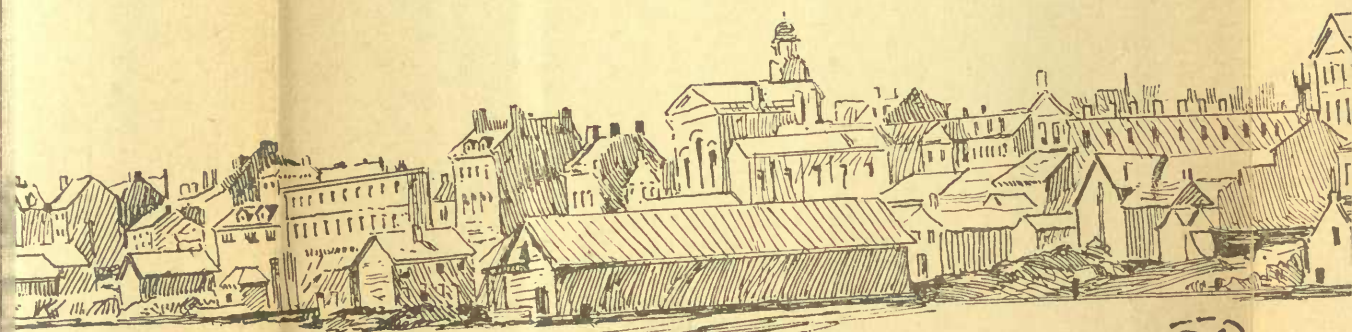
Almost as soon as he arrived in Toronto Mr. Gooderham entered into partnership with his relative, Mr. James Worts, and they traded as millers under the style of Worts & Gooderham.

Hanging up in the counting house of the present firm, framed and glazed, is an invoice headed "Wind Mills, York. U.C." and dated January 30th, 1834, made out to "Mr. Murrow, near Colonel Wells' office," for one barrel of flour, the amount charged being £1 2s 6d currency or \$4 50. This invoice is the only one that is known to exist, Mr. G. Gooderham, the present head of the









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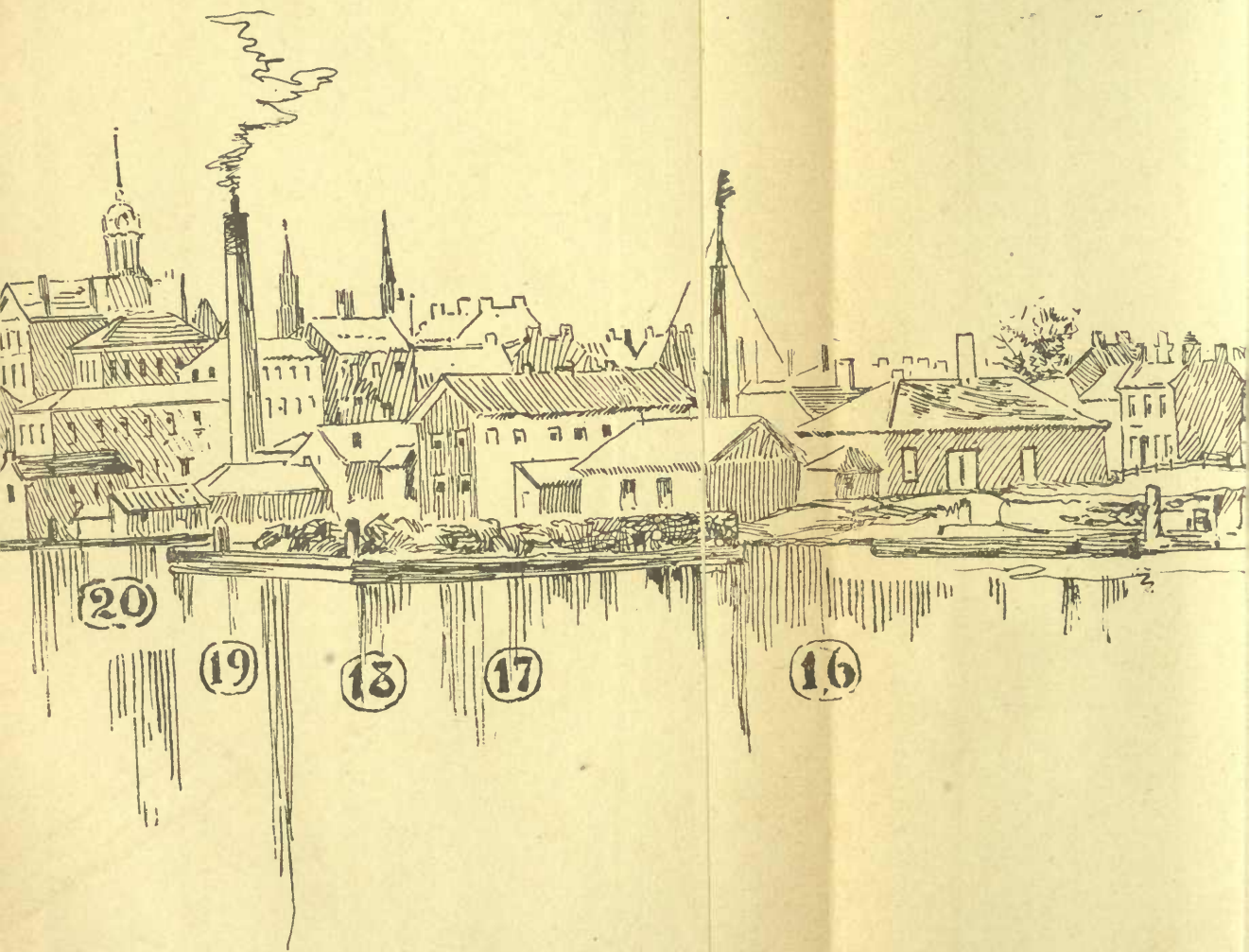
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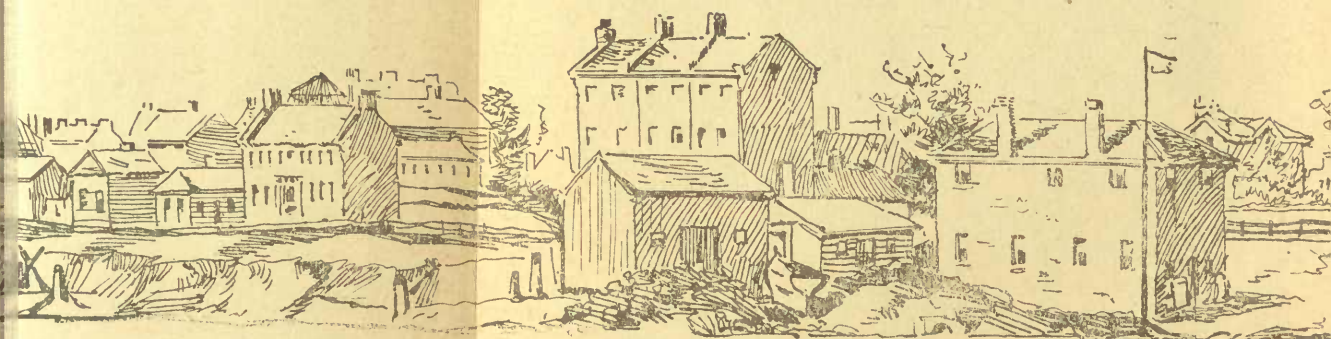
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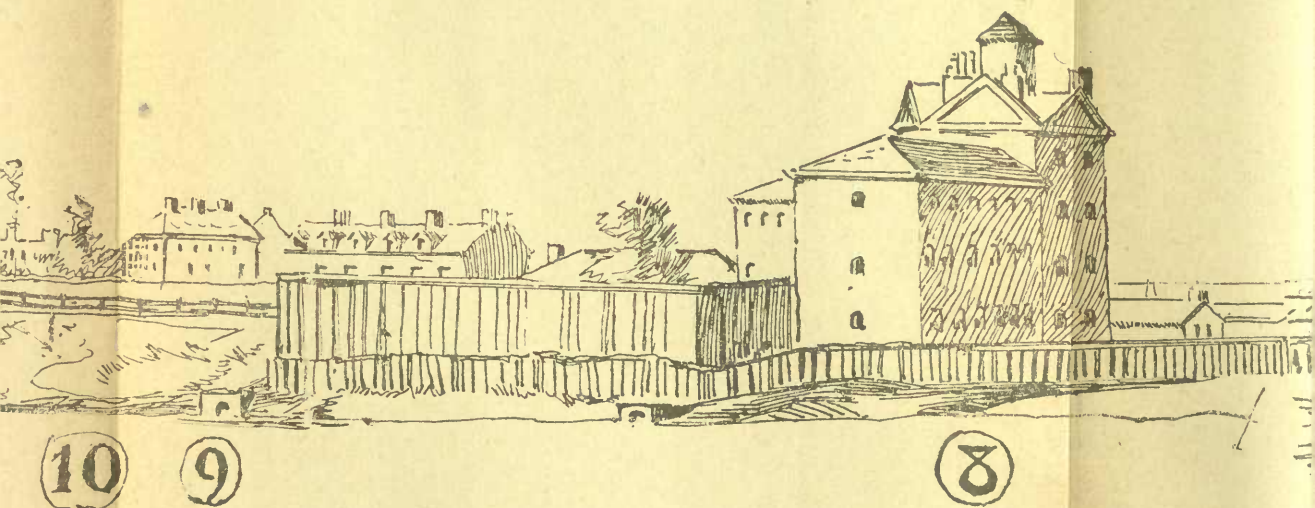
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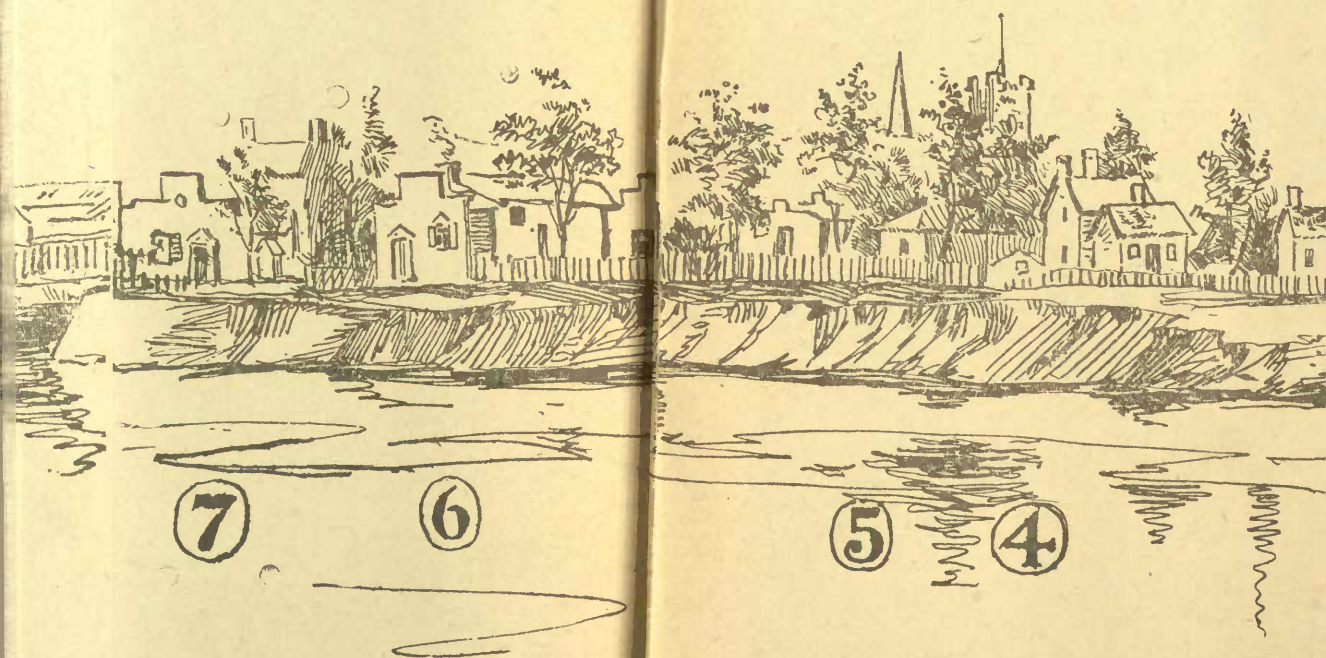
View of Front Street, from the Old Windmill

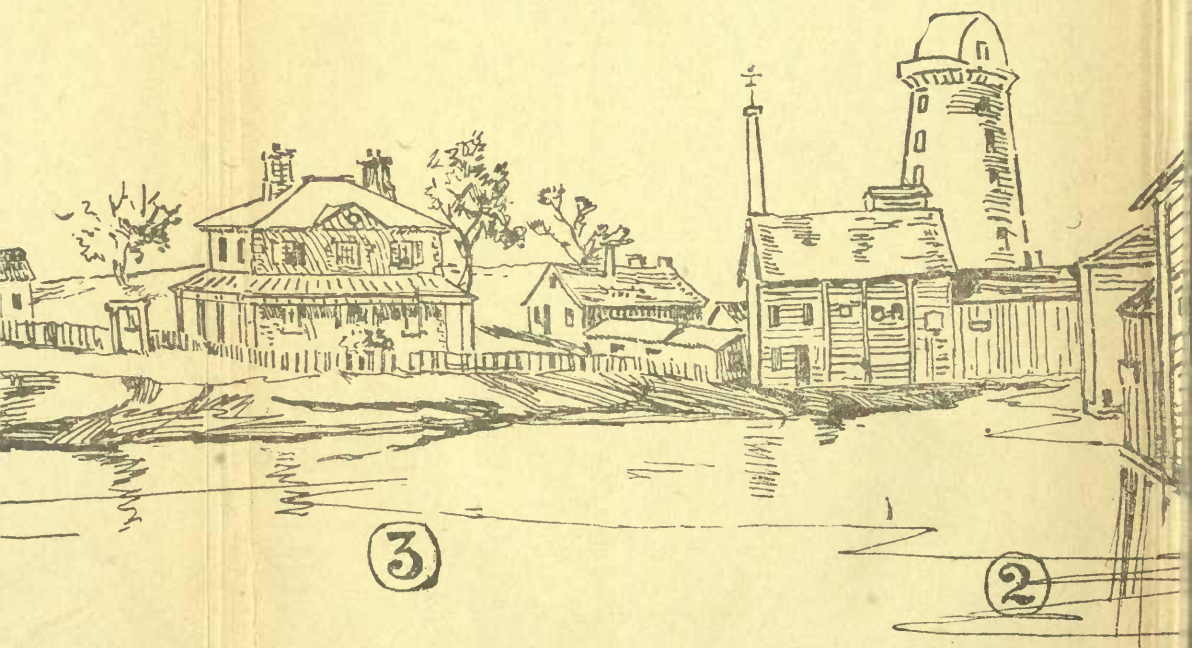
(See pages 813 and 814.)



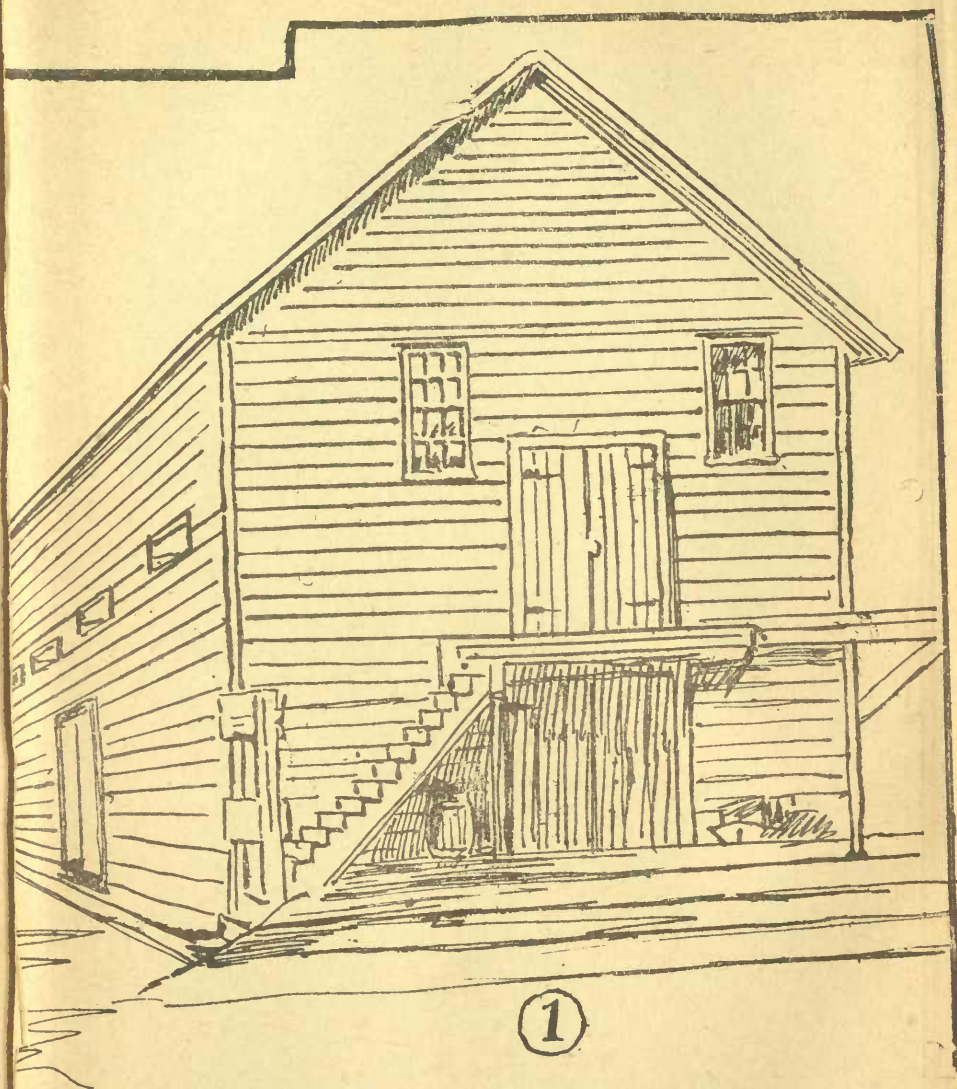


to the Old Fort, in 1849-52.

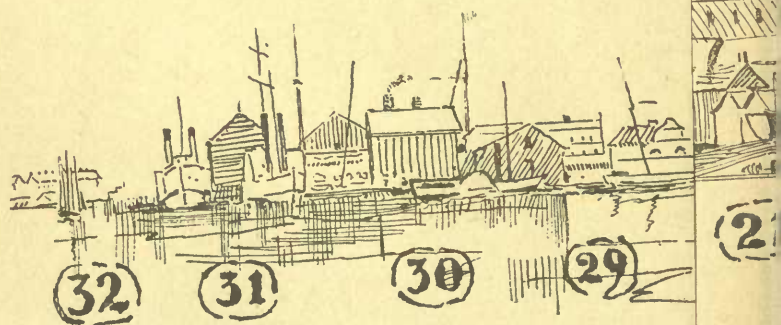








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firm, having obtained it as a curiosity a few years ago.

Mr. James Worts, like Mr. William Gooderham, was also a Norfolk man, having been born in Yarmouth, that seaport famous for its parish church, (the largest in England) its "bloaters" its beach, and its "rows." He died in 1834, in the prime of life, and the firm became William Gooderham.

The windmill was built by this Mr. Worts, and for a number of years was solely worked by windpower, but about 1846, the sails were taken off, steam being introduced. A few years afterwards, in 1852 or 1853, the top was blown off during a storm that swept over the city: descending to the ground "like an umbrella," so its fall was described by an onlooker. It was then rebuilt, and finally disappeared, owing to the march of modern improvements in mills as in everything else in 1866.

In 1845, William Gooderham took into partnership his nephew (the son of his first partner), James Gooderham Worts, and this partnership existed until the death of the former.

James G. Worts had accompanied his father to Canada in 1832 when only fourteen years of age, and was an active member of the firm of Gooderham & Worts from 1845, till his death in 1882. He was for many years one of the Wardens of Trinity church, King street east, and for thirty-nine years a member of the congregation. He was also a Harbor Commissioner, and at all times a much esteemed business man.

Mr. William Gooderham built the large dwelling house to the west of the mill, about 1850, and there resided until his death thirty one years later. He was Warden of Trinity church for 38 years, and was an English churchman of the old fashioned evangelical type, a Tory of no doubtful color and an ardent Freemason. His children, grandchildren and great-grandchildren, numbered no less than 90 when he, on August 20, 1881, having all but completed his ninety-first year, passed away.

Leaving the Gooderham house, proceeding west, the tower of Trinity church, King street (number four on the engraving), is seen in the distance, while still further off "pointing to the skies," is the spire of St. Paul's Roman Catholic church on Power street (5.)

At Trinity church has labored now for exactly forty-one years the Rev. Alexander Sanson, he being the senior rector in point of service in the city of Toronto, if not in the diocese. The first rector was the Rev. W. H. Ripley, who was also second classical master at Upper Canada College. A marble

tablet is erected on the western wall of the interior of the church to his memory. He died in 1849.

St. Paul's, on Power street, recalls to memory Bishop Power, and his self-devotedness in trying to stem the tide of sorrow and suffering he saw around him. He fell a victim to the immigrant fever of 1847, contracted while ministering to the dying and burying the dead.

Going further west, Mr. Henry Lathom's house (6) is passed, and next to it that one for some time occupied by Captain Atherley (7). Mr. Lathom was a well-known solicitor, having been a pupil in the office of Mr. C. C. Small.

Next comes what is apparently a necessary evil in modern civilization, the Jail (8), and as it is passed we reach the Fair green (9).

On this green were held till late in the "fifties" not only cattle and produce fairs, but also wild beast shows, circuses and occasionally it was also utilized as a mustering place for societies, who wished to make a demonstration by marching through the streets of the city.

One of the most notable, if not indeed the most notable, exhibition held on the Fair Green, was that of the renowned P. T. Barnum in 1852. It was described thus:

#### P. T. BARNUM'S

GRAND COLOSSAL MUSEUM AND MENAGERIE.

The largest travelling exhibition in the World, being a combination of all the most popular and unexceptionable amusements of the age—enlarged and improved for the season of 1852.

#### A TEAM OF 10 ELEPHANTS

Will draw the Great CAR of JUGGERNAUT.

#### A BABY ELEPHANT

only one year old and but 3½ feet high, will carry upon his back, around the interior of the immense Pavilion, the Lilliputian GEN. TOM THUMB. The magnificent cortege comprises 110 horses and 90 men. The Pavilion of Exhibition has been enlarged until it is capable of accommodating 15,000 spectators at once. —The collection of living Wild Beasts includes the most splendid specimens ever exhibited in America. Among many others will be found

#### SIX BEAUTIFUL LIONS,

fresh from their native forests.

#### A SACRED BURMESE BULL,

from the Island of Ceylon, worshipped there by the Pagan Natives, and recently taken from an Idolatrous Temple.

A monstrous WHITE or POLAR BEAR!—of prodigious size and ferocity.

A magnificent ROYAL TIGRESS—the largest one ever captured alive.

AN INFANTILE CAMEL—only six months of age, the first one ever born in America, etc.



The DROVE OF ELEPHANTS were captured in the jungle of Central Ceylon, by Messrs. S. B. June and Geo. Nutter, assisted by 260 natives, after a pursuit of three months and four days in the jungles. They were finally entrapped and secured in an Indian Kraal or Trap, of enormous dimensions and prodigious strength, where they were subdued. The calf elephant accompanies its dam, and was weaned on its passage from India.

A NATIVE CEYLON CHIEF, of high caste in his own country, has charge of the elephants, having accompanied them from Ceylon.

But for fear these attractions should not prove sufficient, it was advertised in addition to the above wonders that the real, genuine, original

GEN. TOM THUMB

is attached to this exhibition, and will appear, in all his performances, as given before the principal crowned heads of Europe, including Songs, Dances, Grecian Statues and his admired personations of Napoleon and Frederick the Great. The little General is twenty years of age, weighs only fifteen pounds, and is but twenty-eight inches high.

Then besides all the foregoing attractions there was

MR. NELLIS,

the man without arms, who executed his extraordinary feats of loading and firing a pistol with his toes; cut profile likenesses; shot at a mark with a bow and arrow; played upon the accordion and violoncello, etc.

And in addition to all these marvels a fine military band performed the most popular airs of the day, as the procession entered town, and also during the hours of exhibition.

Finally, the charge for admission was only 25 cents to the whole of this immense establishment, including General Tom Thumb, the entire collection of wild animals, wax statuary, Mr. Pierce's performances in the dens, the baby elephant, Mr. Nellis' performances, etc., no extra charge under any pretence whatever, let the reports be what they may. Doors open from 1 to 4, and from 7 to 9 o'clock p.m.

Some little distance to the north of the Fair green is seen the back of the house occupied for so many years by the late C. C. Small (10) which has been fully described on a previous occasion.

Following that is the residence of the late Dr. Christopher Widmer (11) in early life an army surgeon, seeing hard service in the Peninsula under Wellington, attached to the 14th Light Dragoons, a regiment rendered famous by the novelist Charles Lever as being the one in which served that hero of fiction Charles O'Malley.

Afterwards he became a leading man both as medical practitioner and politician in Upper Canada. He was for some time a member of the Legislative Council, but for many years before his death, which occurred nearly forty years since, he had ceased to take an active part in politics.

As Dr. Widmer's house is left behind Lamb's glue factory appears, (12) built in or about 1846, then three dwelling houses, (13) erected by Dr. Widmer, that in the centre occupied for some years by one of Mr. William Gooderham's sons, and that on the west by the late F. A. Whitney, a grandson of Dr. Gamble, of the Queen's Rangers.

Mr. Thomas Collier's residence (14) Russell Abbey (15) and the Toronto Gas Works (16), are all close together, and then comes John Snarr's steam saw and planing mills (17).

Mr. Collier just named was a much esteemed official belonging to the Canada Company.

Cull's starch factory and shipyards (18) are next passed, and then the cupola of St. Lawrence Hall comes into view. This building, when first erected after the great fire of 1849, was much used for balls, receptions and public meetings.

It was the place that the Mayor and City Council welcomed Sir Edmund Head on his first visit to Toronto as Governor-General. It was there also that Major Wells and Lieutenant Dunn, V. C., were feted on their return from the Crimea, and it was in the same building in 1855 that one of the most enthusiastic meetings which was ever held in the city took place in aid of the patriotic fund for Britain's sick and wounded soldiers then serving in the east.

The Commercial Mills and Messrs. Berst & Halliday's distillery (20) and Leck's soap works (21) are next, close together. They have long ago disappeared.

The City Hall (22) looking in 1893 very little changed from what it was forty years ago, is next, while on the water's edge is seen the building once occupied as a fish market (23). It has disappeared and those who remember it and its unsavoury surroundings and noisy occupants are aware how little there is to regret now that it has gone. The Wellington Hotel (24), famous as a resort for farmers, market gardeners and others frequenting the markets of the city on business was a little to the west of the City Hall, and then is seen what was always expressively but inelegantly described (owing to its peculiar shape) as the Coffin Block, (25.)

Maitland's wharf comes next (27) and then, with its front door and windows facing

the wharf, is the North American Hotel. The proprietor of this house for many years was Mr. G. C. Horwood, a quiet but popular man with all who knew him. In this hotel Capt. Gaskin, commanding the sailing vessel *Cherokee*, the first ship that ever sailed direct from Toronto to Liverpool, was publicly banquetted before he set out on his voyage, by the citizens of Toronto.

The Bank of Montreal (28) Brown's (29) and Yonge street wharves are further westward, in close proximity to one another. Yonge street (30), sometimes called Gorrie's wharf brings to mind many notable men who were often met there, or in its immediate vicinity. Of these Captain Richardson, first commander of the Niagara steamers and then Harbor master is well remembered; F. W. Barron, principal of Upper Canada College, and Dr. Hodder, both as cool yachtsmen as they were respectively clever schoolmaster and surgeon. Colonel E. G. O'Brien, who might well have served Thackeray as the original of Colonel Newcome in his novel "The Newcomes," was also a well-known face, as were also those of G. B. Holland and Captains James and Thomas Dick, the Twohys and many more.

We are getting to the end of our stroll though. Tinning's wharf (31) comes next with some distance further west the Queen's (32).

The Tinnings, both father and son, were active pushing business men, and deservedly enjoyed a high reputation. Occasionally they were jocularly spoken of as the "horse marines," in allusion to their fondness for horses and horse racing. They were largely interested in it if they did not actually own a race course to the east of the city over the Don river.

Queen's wharf was always called into use in the days of the Niagara steamers all through the winter, by the owners of the steamer Chief Justice Robinson. This vessel ran to and from Toronto and Niagara throughout the winter season on more than one occasion, sailing from the Queen's wharf.

The Old Fort, (33), is now reached. Its memories are legion. Many a sad story, many a romance and many a bitter parting has it known and witnessed, but sorrowful as some of the recollections of the Old Fort are it has also many joyous ones and it is well to remember that of many of those who went out of its gates, it could be said—

"The path of duty was the way to glory,"

## CHAPTER CCXXXVII.

### CANADIAN LAKE NAVIGATION.

*An Account of the First Vessels that Sailed Our Inland Waters and of Those Who Manned Them, 1678-1776.*

From 1677 to 1893 is little more than two centuries, and it is at the former date at which this history of the Canadian marine begins, when the place where the City of Toronto now stands was simply a portage on Lake Ontario, without houses or permanent buildings of any kind, a spot used by the Huron Indians, not only as a trading place in their dealings with the French, but also as their own headquarters. Those visiting it by land did so, of course, on foot, and those who came by water were transported thither either in batteaux, canoes, or in small vessels of the most primitive description. It is our purpose to give an account in these pages of the development of the shipping on Lake Ontario and the waters immediately adjacent thereto, tracing its growth from its infancy to the present day. The name first given to Lake Ontario by Champlain, the great French discoverer, was not its present one. He called it "Lake St. Louis," after the French monarch. Subsequently, for a brief period it was known as "Lake Frontenac," after the famous Governor of that name, Count de Frontenac, who represented his sovereign here from 1672 to 1682 and from 1689 until his death in 1698. It finally received, and has ever since retained, the name it now bears—Ontario. The first European who accomplished the ascent of the St. Lawrence from the Atlantic to Lake Ontario was M. de Courcelles, in 1670. He did so in furtherance of the policy that was being pursued by France to secure the fur trade with the Indians in the north and north-west of the American continent. About three years later than this a young French traveller, Sieur La Salle, arrived in Canada full of a project of discovering a route to Japan as well as to the East Indies by penetrating further and further to the west until he reached the northern seas. He disclosed his plans to Frontenac, who had succeeded De Courcelles as Governor of Canada, and quite won him over to his views. Furnished by Frontenac with letters of introduction to influential people at the French Court, he returned to France, and while there obtained from the monarch a grant of the seignory of Cataraqui, together with the exclusive right to trade in the west, and full liberty of exploration. Armed with these extensive powers in 1678 La Salle returned to Canada, and for about a year employed himself in building fortresses at Cataraqui in



constructing ships on Lake Ontario and in commercial transactions with the Indians.

The first sailing vessel built upon Ontario was a small schooner of about ten tons burden, constructed at the "Cabins," where Kingston is now. Upon this vessel on November 18th, 1678, La Salle sailed from Cataragui, his destination being the mouth of the River Niagara. He had as his companions Father Hennepin and Chevalier de Tonti, and on his vessel carried both merchandise and the materials for constructing a ship.

Soon after entering Niagara River, La Salle and Father Hennepin, with their small craft, were brought to a stand at the head of the eddy at Queenston, where lies a large rock, which is to the present time distinguished as Hennepin Rock. Their vessel was wrecked, and the rigging and other stores for the Griffin were lost, though the anchors and cables were saved. This wreck took place at Thirty Mile Point, where there is a very bad shore.



THE BARQUE GRIFFIN.

Once more La Salle returned to Frontenac and again by another vessel shipped fresh stores and supplies for the Griffin. The name of this ship is not given, but the other was known as the Frontenac.

There is much difference of opinion as to the exact locality where the Griffin was built and on which side of the Niagara river. Van Cleve, writing in 1878, after very careful study of the matter, says it was at the mouth of a stream entering the Niagara River, six miles above the Falls, and which is now called Cayuga Creek.

This is the very general opinion. But Van Cleve quotes the following all but conclusive testimony:—

"Joshua Fairbanks, late of Lewiston, who came to Queenston in 1793 (before Lewiston was known as such) from Massachusetts, was well acquainted with an old French officer who did not return to France after the conquest of Canada by the English in 1759. This old officer frequently told Mr. F. that the barque Griffin was built at Cayuga Creek (two leagues) six miles above the Falls, and that small spikes and other

small articles of rusted iron were frequently found there when he (a young officer) first came to Fort Niagara with the French troops."

After the keel had been laid La Salle requested Father Hennepin to drive the first bolt, but this honor was declined through, as he himself tells us, "the modesty of my religious profession."

As the building of the vessel progressed so did the anger and jealousy of the Indians, and their intention, should a favorable opportunity present itself of burning the ship, was revealed to the French by one of their squaws. From La Salle's biographer we learn that "as spring opened she was ready for launching. The friar pronounced his blessing on her, the assembled company sang Te Deum, cannon were fired and French and Indians, warmed alike by a generous gift of brandy, shouted and yelled in chorus as she glided into the Niagara. Her builders towed her out and anchored her in the stream, safe at last from incen-

diary hands, and then, swinging their hammocks under her deck, slept in peace beyond reach of the tomahawks of the Indians who gazed on her with amazement. Five small cannon looked out from her port-holes, and on her bow was carved a portentous monster, the Griffin, whose name she bore, in honor of the armorial bearings of Frontenac." (Parkman.)

There is some difference of opinion as to the name of this vessel. Father Hennepin says she was called "The Cataragui," but Garneau and other writers describe her as "The Griffin," and there is little doubt but that was her name. She is described as "a kind of brigantine, not unlike a Dutch galliot, with a broad, elevated bow and stern, very flat in the bottom, looking much larger than she really was and of sixty tons burden."

At length, in 1679, accompanied by Father Hennepin, who was a Flemish Recollet, and had come from France with him, La Salle on August 9th entered Lake Erie on board the Griffin, this being the first ship which had ever floated upon its



waters. He sailed from end to end of it, and going through the Straits of Detroit he then entered a beautiful sheet of water, to which he gave the name of Lake St. Clair. Passing thence through the narrow channel whereupon now stands the town of Sarnia, he reached Lake Huron. Here a terrible storm struck the vessel, and the terrified sailors fell upon their knees, thinking their craft was about to founder. The pilot, too, vehemently upbraided La Salle for having persuaded him to leave the ocean, which he had successfully navigated for so many years, only to meet his end in a wretched lake. But the storm abated. There was a great calm and Michillimackinac, standing on the south side of the strait between Lake Huron and Michigan, was reached, the voyage coming to an end in one of the bays to the north of the latter lake. La Salle remained in the North-west for some time longer, but he sent the Griffon back laden with valuable furs, and she is supposed to have foundered, as nothing more was ever heard or any trace found of her.

#### THE EARLIER SETTLERS—CANOES, BATTEAUX.

There is no doubt that the early settlers of Canada in their journeys from one portion of the country to another had clearly defined and regular routes. In pursuing their way from the Atlantic to the interior of the country the French would at times only ascend the St. Lawrence as far as the mouth of the River Sorel, then proceeding westward, following the course of the river, would enter Lake Champlain and from there proceed to what is now the State of New York. At other times instead of doing this they would continue the ascent of the St. Lawrence until Lake St. Louis or Ontario was reached. The French found it better to proceed by the River St. Lawrence, while the English had to follow the high lands separating the rivers flowing towards the great lakes of the north, from those emptying their waters into the Atlantic. The American historian, Wild, tells us:—"There are four principal channels for trade between the ocean and the lakes. One by the Mississippi to Lake Erie; a second by the Potomac and French creek to the same place; a third by the Hudson and a fourth by the St. Lawrence." (Like Ontario Lake Erie has not always borne its present name; it was at first called Lake Oksego). From La Salle's time and for nearly a century later these routes were travelled by Indians, French and English, and last of all by the U. E. Loyalists, either on foot or in open boats, for until the close of the eighteenth century but little advance was made in the modes of travelling either by land or by water. For many years the

canoe was the only vessel used by the Indians, and was employed by them either in hunting or upon warlike expeditions. It was comparatively light and could also be easily hidden on the shores of the lakes or in the thickets and rushes adjoining the rivers. At last the French appeared bringing with them their batteaux, but for a great number of years the birch bark canoe was the only means of transit. In 1685 the Marquise de Nouville, when on his expedition against the Five Nations, conveyed his army across the lake in canoes in two divisions, meeting at Oswego. Referring to inland navigation by this means, Gourley, in writing of Lachine, tells us: "From Lachine the canoes employed by the North-west Company in the fur trade take their departure. Of all the numerous contrivances for transporting heavy burthens by water, these vessels are perhaps the most extraordinary; scarcely anything can be conceived so inadequate from the slowness of their construction to the purpose they are applied to, and to contend against the impetuous torrent of the many rapids that must be passed through in the course of a voyage. They seldom exceed thirty feet in length and six in breadth, diminishing to a sharp point at each end, without distinction of head or stern; the frame is composed of some small pieces of some very light wood; it is then covered with the bark of the birch tree, cut into convenient slips, that are rarely more than the eighth of an inch in thickness; these are sewn together with threads made from the twisted fibres of the roots of a particular tree and strengthened where necessary by narrow strips of the same materials applied on the inside; the joints on the fragile planking are made water-tight by being covered with a species of gum that adheres very firmly and becomes perfectly hard. No iron work of any description, not even nails, are employed in building these slender vessels, which when complete weigh only about five hundred weight each. On being prepared for the voyage they receive their lading, which, for the convenience of carrying across the portages, is made up in packages of about three-quarters of a hundred weight each and amounts altogether to five tons, or a little more, including provisions and other necessities for the men, of whom from eight to ten are employed to each canoe; they usually set out in brigades like the batteaux, and in the course of a summer upwards of fifty of these vessels are thus despatched." The route they took was up the Ottawa River to the south-west branch, proceeding by it and the cluster of small lakes into which it empties, until Lake Nipissing was reached, from thence to Lake

Huron and thas to Lake Superior, proceeding on its northern shore to the Grand Portage, a distance of no less than 1,100 miles from the point at which they departed. When we remember that there were not only the rapids with which to contend, but also the portages, which varied greatly in extent, some only being a few yards wide, others a few miles, and that at all of the rapids and each one of the portages, the canoes and their contents had to be lifted out of the water and carried on the men's shoulders until sailing could be recommenced, we shall have some slight idea of the hardships that had to be endured by the pioneer members of our merchant inland marine service. The batteaux, which were used like the canoes for the transport of both goods and passengers, were many, though not all of them, built at Lachine, some nine miles from Montreal.

Some of them could accommodate as many as five or even six families. They could also carry a large weight of luggage or freight. They were divided into brigades of twelve boats each and there was a guide, or, as he was generally called, a conductor, with five men under him on each batteau. This conductor filled exactly the same position on the batteau that a captain would do who was in command of a ship. Succeeding the batteaux came at a long interval the Schenectady and Durham boats, but of these and their construction more will be said hereafter.

An excellent account of the first vessels which traversed Lake Ontario a hundred and thirty years ago may be found in M. Pouchot's "Memoir upon the late war in North America between the French and English, 1755-60" which was translated and edited by F. B. Hough and published at Roxbury, Mass. In it we find that when the French troops arrived in Canada they were transported "in batteaux for Montreal." (Vol. 1, p. 36.) These batteaux were the boats used for transportation in those early days. In the carriage of freight they would take about three tons and in conveying troops would probably accommodate about twenty-five or thirty men. Pouchot writes:—

"The batteaux used for the navigation of the upper part of this river carry six thousand pounds, and are of peculiar form to enable them to resist the efforts made to take them up the rapids. Those that the English built at the latter place (Montreal) were larger and lighter, but could not endure this navigation after the first voyages. They were always filled with water by the efforts made to keep them up and those of the French did much

better service. The English did not furnish their batteaux with sails, which are very essential on good occasions, but they provided good ash oars, while the French used those of pine, which were poor, badly made and used up in great numbers." (V. 2, p. 94.)

He further states that in 1755 the regiments of Guienne and Bearn "left on the 19th of July for Frontenac. They embarked at La Chine in batteaux laden with provisions." (V. 1, p. 38) La Chine is a few miles from Montreal. The "Frontenac" referred to was Fort Frontenac, now Kingston, Ont.

When it was determined by the British to attack Fort Niagara it was resolved that the officer in command of the force "should receive a sufficient number of batteaux to transport his troops and artillery by way of Lake Ontario." (V. 1, p. 44.)

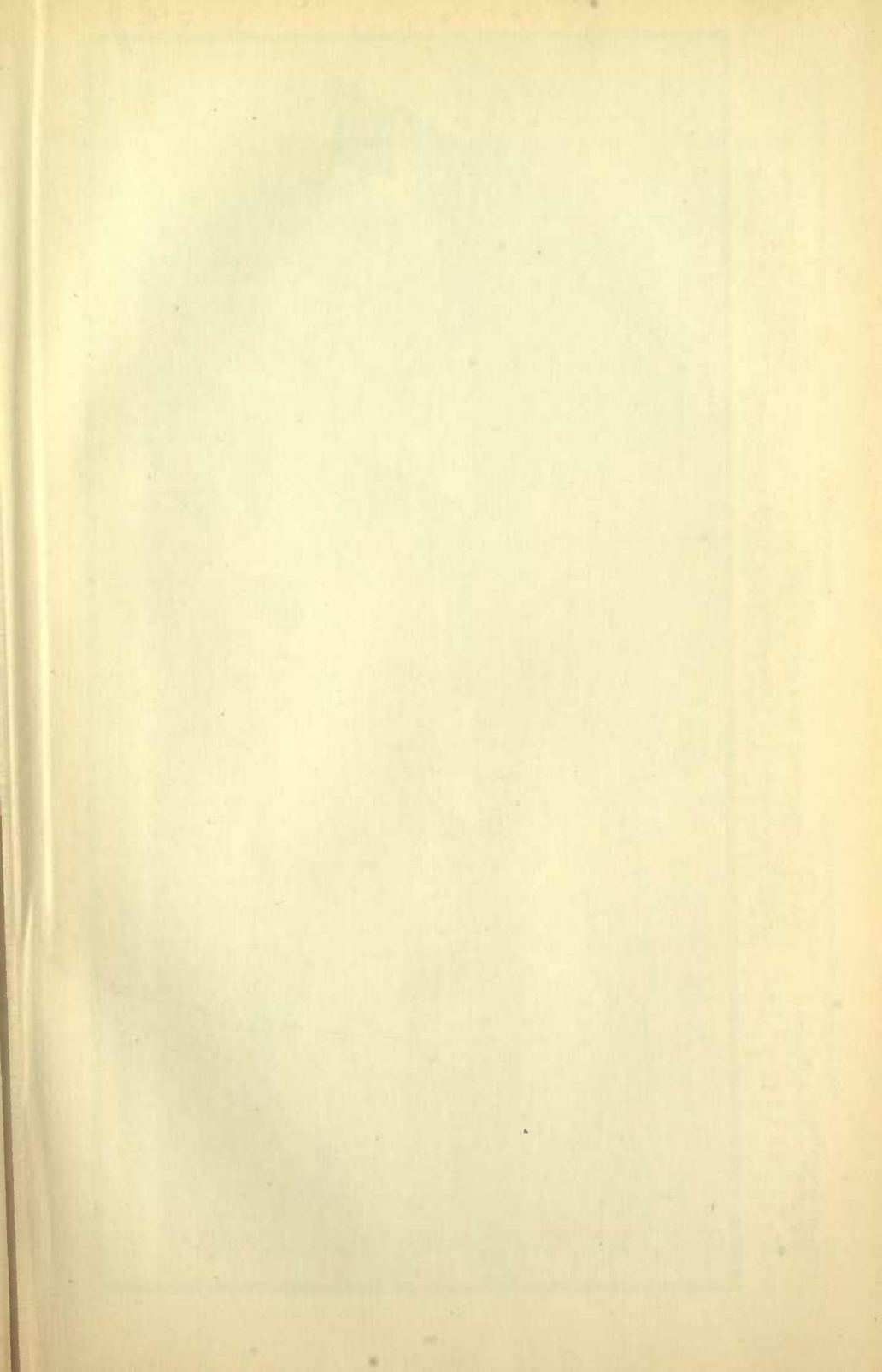
#### ONTARIO'S FIRST SCHOONERS.

The troops referred to arrived at Oswego, but sickness "prevented the execution of their designs," so that awaiting further movements "they also undertook to build vessels to form a fleet upon the lake." (V. 1, p. 45). A foot note to this page of the American edition of this author says:—

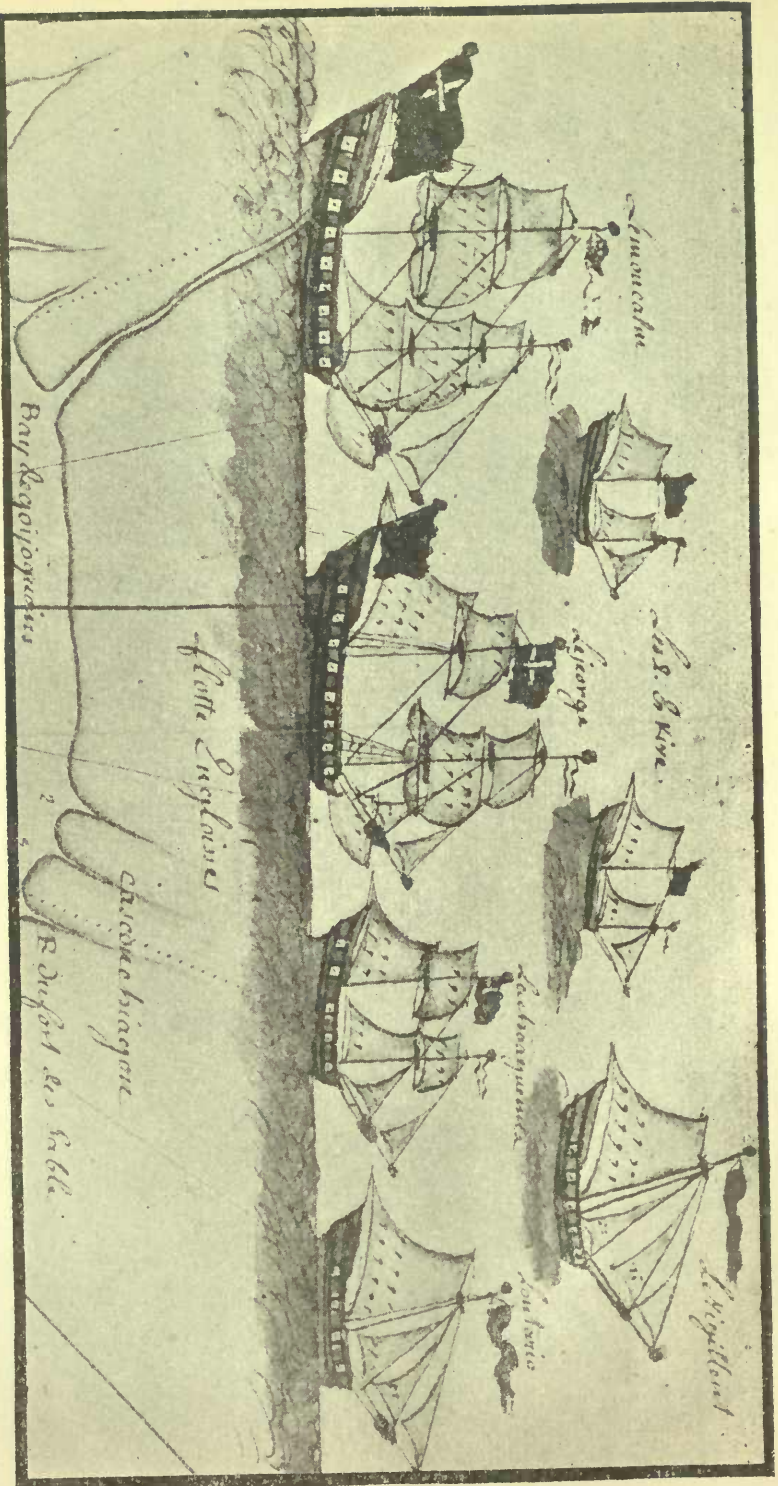
"The first English schooner on Lake Ontario was launched this summer. She had 40 feet keel, mounted 14 swivel guns and was made to row when necessary. The fleet fitted out by the English at Oswego in 1753 consisted of a decked sloop of eight four-pounders and thirty swivels, a decked schooner of eight four-pounders and twenty-eight swivels, an undecked schooner of fourteen swivels and fourteen oars, and another of twelve swivels and fourteen oars. All of these were unrigged and laid up early in the fall."

At the surrender of Oswego in August, 1756, the English found quite a ship-building yard "with nine vessels of war, of which one carrying 18 guns was finished. The others were upon the stocks and all their rigging was in the magazines." (V. 1, p. 68.)

During the spring of 1757 a party of French soldiers descended on Fort George near Montreal "to surprise it, but being discovered they contented themselves with burning a saw mill and some batteaux" (V. 1, p. 76.) A foot note says there were 150 batteaux, with four brigantines and two galleys, each of fifty oars, "without reckoning much wood for construction," and at Fort William Henry on the 18th March the French destroyed 350 batteaux and "four brigantines." Mante states that store houses were burned, with "all the huts of the Rangers and a sloop on the stocks." (N. Y. Col. His., X







THE ENGLISH FLEET ON THE ST. LAWRENCE AND LAKE ONTARIO 1758-60.

op. 819

The Montcalm

Le George (The George)

Les Etoile (The Lively)

\*Tactaguenne

Le Vigilant (The Vigilant)  
L'Ontario (The Ontario)

The English Fleet—Lake Ontario, 1757—from a map in British Museum.

\*Untranslatable—printed as written.

544, 548.) and "on the side of the enemy Volf, a German officer, came to burn a vessel upon the stocks near Fort Niagara."

In an account Pouchot gives of the attack on Fort George, he speaks of troops "marched by land to the right of the lake, so as to cover the landing of the army, which took passage in batteaux." (V. 1, p. 86.)

He further, in v. 1, p. 97, writing about Niagara, says that the vessels belonging to the French "lay at anchor till the wind favoured." This was at the mouth of the Niagara River, and on this day for the first time were observed "St. Elmo's Lights on Lake Ontario." The historian, continuing, writes:—

"About eleven o'clock in the evening, as one of these flaws was approaching, some electrical fires appeared on the top of the two masts and at the points of the yards. These lights were eight or ten inches long and appeared to be three or four wide and very brilliant. The sailors alarmed our crew, who at once closed the hatchways, the pipes of the pumps, and other places, where they imagined this fire could penetrate. M. Pouchot was amused at all this and reassured the passengers. When another flaw came on these lights re-appeared again and showed themselves twice afterwards. They disappeared as soon as the clouds removed from the atmosphere the attraction of the vessel, but re-kindled as soon as the clouds came over. They lasted about half an hour each time. At daybreak the wind freshened and blew so strong that we were obliged to run with bare poles before the wind, and it being in our stern we arrived at Frontenac in twenty one hours from Niagara. This was one of the shortest passages that had been made, having sailed about ninety leagues in this interval of time." (V. 1, p. 97-98.)

These St. Elmo Lights may be briefly explained. When a large conductor connected with an electric machine is giving a rapid succession of bright sparks to a ball connected with the ground, the sparks cease as soon as a pointed wire connected with the ground is held in the vicinity of the conductor. No discharge is heard, but in the dark a faint glow is seen at the end of the wire, which continues as long as the machine is burned. Remove the wire and the sparks instantly re-commence. This glow is known to sailors as St. Elmo's (San Telmo) fire, in old days Castor and Pollux. (Plin. H. N. 2, 37.) Suppose now one of the conductors to be a thunder cloud, the other the surface of the earth, the discharge will usually take place between the places of greatest surface density, and it will in

general be more gradual, as these are more pointed and of less capacity.

In writing of the advance of the English on Fort George, Pouchot says (v. 1, p. 111) that the army "set out at six in the morning upon the open lake. First there came five barges and then sixty, which formed the advance guard of the army. Finally, the lake appeared covered with barges, each holding twenty men or upwards." A foot note to page 111 of Pouchot says that "The English army embarked in nine hundred boats and one hundred and thirty-five whale boats, with cannon mounted upon rafts to cover the landing, if necessary."

He also says that in 1759 (v. 1, p. 140-141,) when he was sent by M. de Vaudrenil to Niagara, "at La Presentation" (Ogdensburg) "they found batteaux that had been sent to meet them," and that "they embarked and on the 4th they reached Point au Baril, three leagues above La Presentation. He at once visited the creek where they were building two barques, each for ten pieces of twelve-pound cannon. They should have been ready to launch, but he found one with its planking and the other with only the ribs up. He at once caused the labourers to be doubled and ordered the work to be pushed day and night, while he was himself busy in entrenching this post, which a party might have easily burned with our vessels there. On the 9th they launched one of the barques, which was named the Iroquois."

Pouchot further writes (v. 1, p. 141-142):—"On the 12th the second vessel, named the Outaouaise, was launched. We may judge from this what diligence had been used in their construction. They were soon equipped. "On the 25th the French troops left for Niagara, arriving there on the 30th." This would be five days for the journey from Prescott to Niagara, which to-day (1893) would occupy about fifteen hours.

In June of 1759 M. Pouchot had sent a troop of Indians from Niagara to observe the English at Oswego. "These Indians had gone upon the barque Outaouaise, which was caught by a gale of wind so fiercely that its main mast and bowsprit were broken. They were obliged to run down to La Presentation for some time, which prevented them from cruising before the Oswego river to discover the movements of the English." (V. 1, p. 158.) A foot note to the original edition of Pouchot on this event reads:—"It is remarkable that these Indians, who had never encountered a tempest in a vessel, were greatly frightened, and threw their ornaments, arms and tobacco



overboard to appease the Manitou of the lake. There happened to be a Canadian on board, who was a mere dwarf in stature. The Indians, who had never seen so small a man, took him for a Manitou, and could scarcely be restrained from killing and throwing him overboard like another Jonah."

Pouchot, in writing of the approach of the English army against Niagara, states (v. 1, p. 159) that in 1759 "on the 6th July the Iroquois, at four o'clock in the afternoon, entered the river" Niagara, and that "M. Pouchot learned by this corvette that there were then no English at Oswego," and that "on the 7th seven barges appeared under the steep shores of the lake to reconnoitre the place," and that "he sent out the corvette Iroquois to cruise towards the Little Marsh," and on the 8th "he signalled" from the fort to the corvette "to send ashore the shallop." A shallop is given in Webster as "a sort of large boat with two masts and usually rigged like a schooner." Probably the boat called a shallop in 1759 also, and very likely, was propelled by oars. A corvette is a sloop-of-war ranking next below a frigate and carrying not more than twenty guns.

At a later date we read that the corvette "brought despatches from Montreal and Quebec." In writing of the attack on Oswego in 1760 Pouchot says "the English had built five great batteaux, of thirteen oars on each side with a cannon at the end," and an Indian reported that "while fishing in the Bay of Cataracoui he saw two English vessels, which were anchored near Little Cataracoui," and that "the great vessel had three decks and ten guns on each side."

Cataracoui was Kingston harbour. The Iroquois and the Outaouaise were the two armed vessels which did great service for the French on Lake Ontario, but finally fell into the hands of the English.

Two other vessels were the Seneca, of 22 cannon, and the Oneida, of 18 cannon. These vessels were named by Knox, the Historian, the "Onondago" and the "Mohawk."

#### A FEW MORE OF THE EARLY VESSELS.

It is a long cry from 1679, the year in which the first sailing ship, La Salle's Griffon, appeared upon the lakes until 1755, when we next have any authentic record of sailing vessels being afloat on Lake Ontario.

The treaty of peace with France was signed in the end of 1760, and for the next few years there were few if any vessels on the lakes, except the batteaux and canoes.

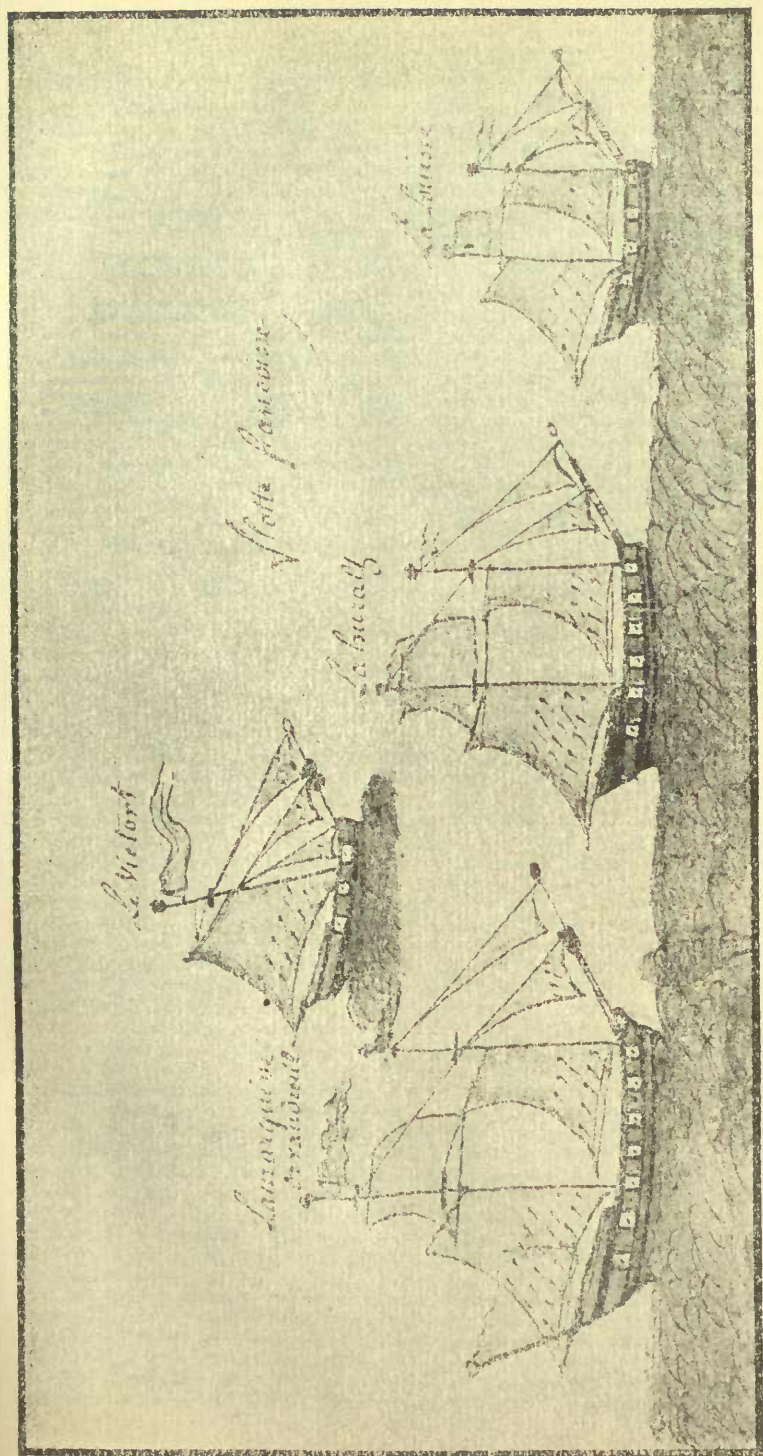
Nevertheless we find some progress was being made, as the following interesting passages from the *Detroit Tribune* will show:—

"In 1766 four vessels plied upon Lake Erie. These were the Gladwin, Lady Charlotte, Victory and Boston. The two latter laid up in the fall near Navy Island, above Niagara Falls, and one of these was burned accidentally November 30th of the same year. A vessel called the Brunswick, owned and commanded by Captain Alexander Grant, made her appearance on the lakes during the year 1767, and was lost some time during the season following. Captain Grant was the commodore of the lakes for two or three years. In 1779, Sterling and Porteous built a vessel at Detroit, called the Enterprise, Richard Cornwall, of New York, being the carpenter. The boatmen, who went from Schenectady with the rigging and stores for this vessel to Detroit, were to have each £20 and ten gallons of rum. They were seventy days on Lake Erie, and two of the number perished with hunger and their bodies were kept to decoy eagles and ravens. They returned to New York in February, 1760, by way of Pittsburgh, then called Fort Pitt."

"In May, 1770, a vessel of seventy tons burthen was launched at Niagara, called the Charity. The same year the Duke of Gloucester, Secretary Townsend, Samuel Tutchet, Henry Baxter and four others formed a company for mining copper on Lake Superior. In December they built at Point aux Pines a barge, and laid the keel for a sloop of 40 tons burden. Of the success of this enterprise we are not informed. Subsequent to the above period very little was accomplished in the construction of craft for lake navigation, and the few that came into commission were used solely as traders, as were in fact all those previously named. A short time after, 1770, batteaux from Montreal and Quebec, employed by the Hudson's Bay Fur Company, made their annual tours westward, gathering large quantities of furs and returning homeward in the fall. It has been stated that the first vessel built on Lake Ontario was in 1749, but this, we have reason to believe, is not correct."

From this extract, therefore, it would appear that—even allowing it to be correct that a sailing ship was built on Lake Ontario in 1779—exactly seventy years had elapsed between the appearance of the first vessel, the Griffon and the one just referred to. The Declaration of Independence by the North American colonies was made on July 4, 1776, and during the war which immediately followed thereupon the Home Government fitted up a shipyard at Carleton Island and





THE FRENCH FLEET ON THE ST. LAWRENCE AND LAKE ONTARIO 1758-60.

La Marquise de Vandreuil

Le Victort

La Huzalt

La Louise

The French Fleet—Lake Ontario, 1757—from a map in British Museum.



there built several vessels which were afterwards used in conveying troops and stores along the lake to various ports between the dockyard and Niagara. These will presently be referred to more particularly. Before doing so it must be remembered that until the period of which we are now speaking, all vessels upon the lakes were flat bottomed boats, built to stem the rapids and currents with greater safety, and it was many years before this class of boat was wholly superseded. Travelling in those days was attended with the greatest difficulty and vexatious delays. Distances that could be covered now, even by water, in twenty-four hours, often took nearly as many days, and when people started on a journey it was impossible for them to say with any degree of accuracy how long it would take them to accomplish it.

#### CHAPTER CCXXXVIII.

**The War of Independence—A Governmental Harbour Survey—The U. E. Loyalists—1776 to 1809.**

We have already referred to the batteaux. These, at the outbreak of the American revolutionary war, were being gradually superseded by the Schenectady, and still later by the Durham boats, though they did not finally disappear until half a century later. The Schenectady boats were so called after the town of that name on the Mohawk river, in the State of New York, where they were built. They were greatly used by the U. E. Loyalists, who fled from the revolted North American colonies during the progress of the war and on the conclusion of peace to make their homes in Canada. They are described as "being flat-bottomed, generally small, and rigged with an ungainly sail." Families who intended going from the United States to Canada would either themselves build or cause others to construct for them such boats as would be required. Murray gives us the following description of the Durham boats. He says they were "long, shallow, and nearly flat-bottomed. The chief instrument of steerage is a pole two feet long, shod with iron, and crossed at short intervals with small bars of wood like the feet of a ladder; the men place themselves at the bow, two on each side, thrust their poles into the channel, and, grasping successively the wooden bars, work their way toward the stern, thus pushing on the vessel in that direction."—(Canniff.)

Of the vessels built at Carleton Island during the war of independence one of the largest appears to have been the Ontario, which was pierced for and carried 22 guns. She was under the command of Captain Andrews, of the Royal Navy. This officer

was also the first commissioner at the dock yard, besides being the commodore of the small fleet which was maintained upon the lake principally for the conveyance of troops and stores for their use. Some time between the years 1780 and 1783—there is some dispute as to the exact year, but the former date appears the more probable—whilst the Ontario was proceeding from Niagara to Oswego, having on board, in addition to her crew, a detachment of the 8th King's Regiment under the command of Colonel Burton, she encountered a fearful storm, and her gallant commander and all under his charge were totally lost. No less than one hundred and seventy-two persons perished on this occasion. In 1788 a survey of all the lakes and harbors from Kingston to Michilimackinac was made by Deputy Surveyor General Collins, acting under instructions received from Lord Dorchester, the then Governor of Canada. Reading the report made on the work by Collins, in the light of a century's experience, one is tempted to amusement at his statements about what he considered should be the tonnage of vessels built for service upon the lakes. We give his report in his own words:—

"Vessels sailing on these waters being seldom for any length of time out of sight of land, the navigation must be considered chiefly as pilotage, to which the use of good natural charts are essential, and therefore much wanted. Gales of wind or squalls rise suddenly upon the lakes, and from the confined state of the waters, or want of sea room (as it is called), vessels may in some degree be considered as upon a lee shore, and this seems to point out the necessity for their being built on such a construction as will best enable them to work to windward. Schooners should, perhaps, have the preference as being rather safer than sloops. They should be from eighty to one hundred tons burthen on Lake Ontario and fifteen tons burthen on Lakes Erie and Huron; but if not intended to communicate between these two lakes they may then be the same size as on Lake Ontario; and if this system is approved there can be no necessity to deviate from it, unless an enemy should build vessels of greater magnitude or force; but as the intent of bringing any such forward, at least, the building of them, can never remain a secret, there may be always time to counteract such a design by preparing to meet them, at least on equal terms. It does not seem advisable nor do I know any reason to continue the practice of building vessels flat bottomed or to have very little draft of water; they are always unsafe, and many of the accidents which have happened on the lakes have perhaps in some degree been



owing to that construction. On the contrary, if they are built on proper principles for burthen, as well as sailing, they are safer and will find sufficient depth of water proportioned to any tonnage which can be requisite for them upon these lakes."

#### MORE SHIP BUILDING.

The Government had ship building yards at Murney's and at Navy Points. Among the vessels constructed there was the *Speedy*, schooner, besides the *Mohawk*, Mississauga and the *Duke of Kent*. About the same time also, that is, between 1776 and 1782, came the large influx of U. E. Loyalists from the United States to Canada. For the most part they made use either of the batteaux or of open boats to convey themselves and their families, together with such small earthly possessions as remained to them, across the lake. The most of the early commanders of ships plying upon the lakes belonged to the Royal Navy. Among them were Captains Bouchette, Earle, Fortiche, McKenzie, Richardson, Steele and Paxton. The first named of these officers had in 1793 the entire command of the naval force on Lake Ontario. His son, Joseph Bouchette, who was born in 1774, made the first survey of Toronto harbor in 1793. Under date 1831 he thus describes the scene of his labors:—"General Simcoe, who then resided at Navy Hall, Niagara, having formed extensive plans for the improvement of the colony, had resolved upon laying the foundations of a provincial capital. I was at that period in the naval service of the lakes, and the survey of Toronto (York) harbor was entrusted by his Excellency to my performance. I still distinctly recollect the untamed aspect which the country exhibited when first I entered the beautiful basin, which thus became the scene of my early hydrographical operations. Dense and trackless forests lined the margin of the lake and reflected their inverted images on its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage—the group then consisting of two families of Mississaugas—and the bay and neighboring marshes were the hitherto uninvaded haunts of immense convoys of wild fowl. Indeed, they were so abundant as in some measure to annoy us during the night."

This was in May, 1793, and from contemporary records it appears that Governor Simcoe made his first visit to the site of the proposed capital of the young province at the same time. The *Gazette* of May 9th, 1793, printed and published at Newark, tells us that on May 3rd of that year, "his Excellency, the Lieutenant-Governor, ac-

companied by several military gentlemen, set out in boats for Toronto, round the head of Lake Ontario by Burlington Bay, and in the evening his Majesty's vessels, the *Caldwell* and *Buffalo*, sailed for the same place."

The stay of the Governor and his friends in Toronto could not have been of long duration, for in the *Gazette* of May 16th it is announced that "on Monday, the 13th, about 2 o'clock, his Excellency the Lieutenant-Governor and suite arrived at Navy Hall from Toronto; they returned as they had gone, in boats round the lake." A little earlier than this in the same year, the *Gazette* of April 18th, 1793, also informs us that "his Majesty's sloop, the *Caldwell*, sailed the 5th inst. from Niagara for Port Ontario (Oswego) and Kingston." Again on the 13th of the month we learn from the same source that "there arrived in the river (at Niagara) his Majesty's armed schooner, the *Onondago*, in company with the *Lady Dorchester*, merchantman, after an agreeable passage from Kingston of thirty-six hours." The following is a list of those who came as passengers on board of the former vessel:—Mr. L. Crawford, Mr. J. Denison, the great-grandfather of Toronto's present (1893) Police Magistrate, Captain Thomas Fraser, Mr. Joseph Forsyth, Captain Archibald Macdonald, Lieutenant McCaw, 60th Foot, and Mr. J. Small, Clerk of the Executive Council. A few weeks later, on May 2nd, the *Gazette* says, "on Sunday morning early, his Majesty's ship *Caldwell* arrived here, and on Monday also arrived from Kingston, the *Onondago* in twenty-three hours." The point of arrival is, of course, Niagara.

#### THE DUKE OF KENT.

This summer the Duke of Kent arrived in Canada on his first visit to this country. He was conveyed from Kingston to Niagara on board the *Mohawk*, under the command of Commodore Bouchette.

The late Colonel Clark, of Port Dalhousie, gives in a letter published in 1860 the following pleasing account of the Duke's visit:

"The civil and military authorities of the province met his Royal Highness at Quebec and paid him all the honors due to his elevated station. After a short stay there, and many visits to the chief objects of interest in that neighbourhood, he determined to pay a visit to the great object of wonder and admiration in America, the Falls of Niagara, the fame of which had excited a lively interest, even then, in England. His Royal Highness and suite left Quebec for Montreal in a number of the ordinary caleches of the country, drawn by French ponies, and urged over the rough roads by Canadian habitant drivers, with pipe in mouth, as is their custom. From Montreal

they proceeded to Lachine, in the same primitive fashion, where the Royal party embarked in a large batteaux, manned by hardy voyageurs, to stem the mighty St. Lawrence. After many 'a long pull, a strong pull, and a pull altogether,' and many amusing mishaps and adventures, thoroughly enjoyed by the Royal party, they at length reached still water at Oswagatchun—now Ogdensburg—where they were met by a barge from Kingston belonging to my brother, Peter Clark, Esq., Clerk of the Legislative Council, and manned by a force of military and sailors from the latter city, where they were quickly and safely conveyed. They were soon embarked on board the King's ship, Mohawk, commanded by Commodore Bouchette, grandfather of the present Commissioner of Customs. In this vessel they proceeded up Lake Ontario to Navy Hall, on the Niagara River, the residence of his Excellency Sir John Graves Simcoe. The Royal party was there received and entertained with all the state and dignity that was possible, by his Excellency and the various civil and military authorities. With much difficulty horses and saddles were procured for the whole party, when they proceeded along the banks of the river to the Falls, where at that period there was but one small log hut for the reception of visitors. Their horses being tied to the trees, they proceeded by an Indian path to the Table Rock. Some of the more adventurous succeeded in descending beneath it, by means of a rude rickety Indian ladder. Curiosity being satisfied, the Royal party made their way to Queenston, where an ample and substantial lunch was prepared by the Hon. Robert Hamilton, who had the honor of entertaining the illustrious visitors. They then returned to Niagara, where they dined in the evening with his Excellency the Governor. Many of the great chiefs and warriors of the Six Nations, headed by the renowned Capt. Joseph Brandt, in full war paint, gave the war dance before his Excellency's residence for the amusement of the Royal party. The next morning a large party of the swiftest and most skilful of the young warriors got up a match of baseball of a very exciting character. Then there were foot races and several other characteristic games, in which his Royal Highness took a very warm interest, and expressed the high gratification he felt in witnessing them. After having examined the Fort and other objects of interest connected with the French occupation, the Royal party embarked for Kingston, en route for Quebec. The frontier towns on the American side had not then been transferred to the United States authorities."

The vessel known as the Caldwell, which has been several times referred to, was named after the Receiver-General of Quebec, the Honorable Henry Caldwell.

Collins' report on the harbour of York (Toronto) has already been quoted. There is another report somewhat analogous from Governor Simcoe preserved in the archives at Ottawa concerning York harbour and the erection of barracks for the Queen's Rangers. In this letter Simcoe says that it was a most desirable harbour. The spot of land referred to is Hanlan's Point. This was Gibraltar Point, and on it was a large block-house, which stood about a hundred feet north of Hanlan's Hotel from about 1796 until 1825. It was dismantled in 1815. The "bottom of the harbour" is the Don. It may be said that the proposed buildings of stone were never erected. The first huts built were on the west side of the old fort—a row of six, that stood on the left side of the old gate at the eastern entrance to the fort. The letter is written by Lieut.-Governor Simcoe to Col. Alured Clarke, of the Royal Engineers, Quebec, and reads:—

*Concerning York Harbour and Works—  
Simcoe to Clarke.*

"I lately examined this harbour and found it to be without comparison the most proper situation for an arsenal in every extent of that word that can be met with in this province. The Spit of Land which forms its entrance is capable of being fortified with a few heavy guns as to prevent any vessel from entering the harbour or from remaining within it. From the diversity of the Sand Banks any small point of ground is sufficiently strong to be selected for the present purpose, and which, as circumstances shall require, may be occupied to the widest extent. At the bottom of the harbour there is a situation admirably adapted for an arsenal and dockyard; and there flows into the harbour a river, the banks of which are covered with excellent timber. Upon this river I propose to construct a sawmill, principally for the benefit of the settlement, but which, I have no doubt, will, at the cheapest rate, supply every material that may be wanted for his Majesty's service in the various ports on Lake Ontario. I have fixed upon a site for a place for a town on the main shore; and another, where I propose to build barracks for the king's troops. These barracks I have the idea of constructing so as to hold 250 men and officers with health and convenience. The ground not being as yet surveyed, I cannot transmit to your Excellency a plan. But my general idea is to build them of stone and in the form of an oblong of three sides, a single story in height, ex-



closing the angles to the land with a kind of breast-work of sod, to leave an opening towards the harbour for a battery en harbette. I have heard of two eighteen pounders that were sunk in the lake after the late peace. They are described as being good guns and easy to be weighed. If I obtain them, I should propose to place them and some heavy carronades on the part of the harbour opposite to the intended barracks, where I should wish to build a storehouse that might occasionally serve as a blockhouse to secure such batteries as may be necessary for the troops to erect. I must observe to your Excellency that at this point there is an excellent harbour for batteaux."

#### THE FIRST MERCHANT VESSEL.

In the summer of 1793 there appeared on Lake Ontario for the first time the premier merchantman built in Canada. She was named the York, and had been constructed on the River Niagara in the previous year, 1792. Although sailing vessels were now being used, not only for the conveyance of merchandise, but also of passengers, other modes of transit by water were far from being obsolete, for we read in the *Gazette*, published August 1st, 1793, that "a few days ago the first division of his Majesty's corps of Queen's Rangers left Queenston for Toronto, now York, and proceeded in batteaux round the head of the Lake Ontario, by Burlington Bay." The second detachment of this gallant corps was, however, more favored, for we learn from the same authority that they "sailed in the King's vessels, the Onondago and Caldwell, for the same place." The last portion of the regiment left on the 29th of July, and they were accompanied by the General himself, the *Gazette* telling us: "On Monday evening his Excellency, the Lieutenant-Governor, left Navy Hall and embarked on board his Majesty's schooner, the Missisaga, which sailed immediately, with a favorable gale for York, with the remainder of the Queen's Rangers." Some days later the Onondago and Caldwell, having returned to Niagara from York, (Toronto) again sailed from the former port, the first conveying the Chief Justice of the province, the Honorable William Osgoode, and the Attorney-General, Mr. John White, to Kingston, the second having on board, en route for York, Major Littlehales, who was the much valued private secretary to the Lieut.-Governor. The next notice we have relating to the fleet on Lake Ontario is contained in the following general order, dated York, 26th of August, 1793 "His Excellency, the Lieutenant Governor, having received information of the success of his

Majesty's arms under His Royal Highness, the Duke of York, it is His Excellency's orders, that on the raising of the Union Flag at twelve o'clock to-morrow, a royal salute of twenty-one guns is to be fired, to be answered by the shipping in the harbor, in respect to His Royal Highness and in commemoration of the naming this harbor from his English title, York. E. B. Littlehales, Major of Brigade." The records of 1794 are very barren, but we do learn that early in that year the "Onondago of 14 guns," the same vessel as that commanded by Commodore Bouchette, the "Onondago," there being some slight confusion in the names, was stranded at the entrance to the harbor and given up for lost. She was, however, got off the shoal and floated into deep water by the exertions of Lieutenant Joseph Bouchette. This was the same officer whom Governor Simcoe had already instructed to make a survey of these waters. Several journeys appear to have been undertaken on the lake and River Thames during 1794 by the Governor, but they were all performed, so far as we can ascertain, in open boats. The following year, 1795, in June, General Simcoe is again at Navy Hall, Newark, and there is visited by, and hospitably entertains, the famous French traveller, the Duke of Rochefoucault de Liancourt. We quote from the published diary of that nobleman the following remarks. Writing from Detroit, while en route to Navy Hall, on June 21st, 1795, he says: "After a hearty breakfast on board the Chippaway frigate, commanded by Captain Hara—where we learned that this vessel, which is about 400 tons burthen, cost five thousand and pounds sterling—we embarked for Chippaway," we presume on board one of the boats belonging to that ship, for he further tells us it was a king's vessel and manned by six soldiers, who were excellent hands at rowing, and that the commandant insisted on Lieutenant Faulkner attending him as far as Niagara. Arriving at Navy Hall, continuing his narrative, he relates:—

"Some trifling excursions we made in the environs of the city, and especially a tour of four days with the Governor along the banks of the lake, afforded us an opportunity of seeing the interior of the country. The chief purpose of this journey was to reach the extremity of the lake. A boat made of the bark of trees and destined for the Governor's excursions between Detroit and Kingston contained the whole company." He then proceeds to say who they were; then continuing, say:—"Twelve chasseurs of the Governor's regiment rowed the boat, which was followed by another vessel carrying tents and provisions." Again, says the



same writer, "Governor Simcoe intends to make York the centre of the naval force on Lake Ontario. Only four gun-boats are at present on this lake, two of which are constantly employed in transporting merchandise; the other two, which alone are fit to carry troops and guns and have oars and sails, are lying under shelter until an occasion occurs to convert them to their intended purpose. It is the Governor's intention to build ten smaller gun-boats on Lake Ontario and ten on Lake Erie. The ship carpenters, who construct them, reside in the United States and return home every winter."

The Duke was at this time expecting a communication from Lord Dorchester, respecting his own future movements, and he records with some disappointment on July 6th, that "the English ships are not yet arrived from Quebec."

#### A CANDID FRIEND.

After a visit of eighteen days at the Governor's residence, the Duke left there for Kingston, on July 10th, embarking on the "Onondago," a cutter pierced for twelve guns, but in time of peace only carrying six. Arrived at his destination, he remarks regarding the Canadian navy:—

"The Royal Navy is not very formidable in this place; six vessels compose the whole naval force, two of which are small gunboats, which we saw at Niagara, and which are stationed at York, two small schooners of twelve guns, viz: the "Onondago," in which we took our passage, and the "Mohawk," which is just finished; a small yacht of eighty tons, mounting six guns, as the two schooners, which have lately been taken into dock to be repaired, form the rest of it. All these vessels are built of timber fresh cut down and not seasoned, and for this reason last never longer than six or eight years. To preserve them, even to this time, requires a thorough repair. They must be heaved down and caulked, which costs at least one thousand to one thousand two hundred guineas. This is an enormous price, and yet it is not so high as on Lake Erie, whither all sorts of naval stores must be sent from Kingston, and where the price of labor is still higher. The timbers of the *Mississauga*, which was built three years ago, are almost all rotten. It is so easy to make provision for ship-timber for many years to come, as this would require merely the felling of it, and that too at no great distance from the place where it is to be used, that it is difficult to account for this precaution not having been adopted. Two gunboats, which are destined by Governor Simcoe to serve only in time of war, are at present on the stocks; but the carpenters

who work at them are but eight in number. The extent of the dilapidations and embezzlements, committed at so great a distance from the mother country, may be easily conceived. In the course of last winter, a judicial enquiry into a charge of this nature was instituted at Kingston. The Commissioner of the navy and the principal ship-wright, it was asserted, had clearly colluded against the king's interest; but interest and protection are as powerful in the new world as in the old; for both the Commissioner and ship-wright continue in their places.

"Captain Bouchette commands the naval force of Lake Ontario, and is at the head of all the marine establishments, yet without the least power in money matters. This gentleman possesses the confidence both of Lord Dorchester and Governor Simcoe; he is a Canadian by birth, but entered the British service when Canada fell into the power of England.

"While Arnold and Montgomery were besieging Quebec, Lord Dorchester, disguised as a Canadian, stole on board his ship, into that city, on which occasion he displayed much activity, intrepidity and courage. It is not at all a matter of surprise that Lord Dorchester should bear in mind this eminent service. By all accounts he is altogether incorruptible, and an officer who treats his inferiors with great mildness and justice.

"In regard to the pay of the Royal Marine force on Lake Ontario, a captain has ten shillings a day, a lieutenant six, and a second lieutenant three shillings and sixpence. The seamen's wages are eight dollars per month. The masters of merchantmen have twenty-five dollars, and the sailors from nine to ten dollars a month.

"Commander Bouchette is among those who most strenuously opposed the project of moving to York, the central point of the force on the lake, but his family reside at Kingston and his lands are situated near that place. Such reasons are frequently of sufficient weight to determine political opinions."

The Duke's meaning here is plain enough, namely, that by Bouchette's aid Lord Dorchester (who at the time referred to was known as Sir Guy Carleton, being afterwards created Baron Dorchester), succeeded in entering Quebec, whilst in a state of siege, but he expresses himself rather loosely. It would be impossible for a comparatively large vessel, such as was under Bouchette's command, to pass undetected through a vigilant blockading squadron. The real facts are these. Sir Guy Carleton had heard in Montreal of the danger which threatened Que-

bec. He thereupon resolved to get his small forces together in defence of that important place. Montgomery approaching, he (Carleton) ordered the troops to withdraw to his fleet. Unfortunately, they were intercepted by the Americans, but Carleton escaped. In a small boat, with muffled oars, he was rowed at the dead of night through the American vessels below Montreal, and, after a perilous journey, reached Quebec. This boat belonged to Bouchette's ship and was manned by sailors under his command.

The same authority in telling us that Bouchette was opposed to Governor Simcoe's plan of making York the capital, rather more than hints that his opposition was from interested motives. This unworthy insinuation may be passed over unnoticed.

The passage from Niagara to Kingston generally took thirty-six hours to accomplish, but on the occasion of Rochefoucault's journey it took no less than forty-eight.

At the time of the Duke's visit to Kingston he tells us: "The merchant vessels here at this time are but three in number, and make but eleven voyages in the year."

The Duke makes one observation while at Kingston which shows him to have been possessed of keen foresight. It is worth quoting. He remarks:

"Kingston seems better fitted for a trading town than Newark, (Niagara) were it only for this reason, that the ships which arrive at the latter place and are freighted for Lake Erie, pass by the former to sail again up the river as far as Queenston, where the portage begins. Nor is the position of Newark equally advantageous for sharing the trade in provisions, with which the lake may one day supply Lower Canada, England, perhaps all Europe, if Upper Canada should ever answer the expectations entertained by Governor Simcoe."

The Duke took his departure from Kingston for the United States by way of Oswego on July 22nd, 1795, sailing in a barge belonging to Major Dobson, commanding the troops at Kingston. It was manned by four soldiers quartered in the garrison, under the command of an officer named Lemoine. It took nearly two days to accomplish the journey.

#### GENERAL SIMCOE'S PLANS.

About this time there was running on the lake between Kingston, Oswego and Niagara, a schooner named *The Sophia*. She appears to have been a quick sailer, as the *Gazette* informs us that she accomplished in May her journey between Kingston and Niagara in eighteen hours.

In 1796 Governor Simcoe was engaged

not only in erecting buildings for the use of the Government at York (Toronto), but also in constructing a wharf and what is spoken of in the correspondence with the commissary of stores, John McGill, Esquire, as a "cannal." This probably was something in the nature of a dock. A boat was also being built "for the purpose of transporting stone," probably from Niagara to York, to aid in the erection of Government House. We give the boatbuilder's receipt for materials he received for this purpose from Mr. McGill. It is copied from the original document preserved in the Parliamentary Library:

"Upper Canada,

"York, 5th May, 1796.

"Received of John McGill, Esquire, commissary of stores, etc., for his Majesty's forces in Upper Canada, for public service ordered by his Excellency Lieutenant-Governor Simcoe, at York. One hundred and forty-three pounds spikes, fifty pounds pitch, thirty-five pounds oakum, eight pounds 20d nails, one grappall, five inch tarred rope, ninety-eight pounds, thirty pounds bar iron for bolts, having expended the same in building and fitting out a strong boat for the purpose of transporting stone for the Government House.

"I have signed three receipts of same tenor and date.

"GEORGE GIBSON."

This is endorsed:

"York, stone boat—143 lbs spikes, 50 lbs pitch, 35 lbs oakum, 8 lbs 20d nails, 1 grappall, 98 lbs 5 in. tarred rope, 30 lbs bar iron.

"May 5th, 1796."

About seven weeks later there is a letter, addressed also to Mr. McGill, referring to the work then proceeding at York, and signed by Governor Simcoe himself. It is in the following terms:

"York, 25th June, 1796

"SIR,—You are hereby required and directed to purchase from time to time such quantities of rum as may be requisite to give to the men employed at work in the water on the wharf and canal at York, and for so doing this shall be your order and authority.

"J. G. SIMCOE.

"John McGill, Esquire,

"Commissary of Stores, etc."

The Schenectady boats had at this period by no means become obsolete or disappeared, for in the *Gazette* of October 26th, 1796, is an advertisement offering for sale "an excellent five handed boat, Schenectady built, well painted, allowed to equal any running to or from that place. Enquire at the Printing Office, Niagara."

The Mohawk, referred to by Rochefoucault, was in the November following engaged in conveying President Russell from Niagara to York. This gentleman had succeeded Governor Simcoe, who had obtained leave of absence as Governor of the province.



The fact has already been referred to that Canada took the lead in building the early ships which sailed upon the lakes. The Americans purchased a vessel from the British in 1796, known as the *Detroit*, and she plied on Lake Erie. Not, however, until the following year (1797) were any American built ships afloat either upon Lake Ontario or Erie.

In May of the same year (1797) we again hear of the *Mohawk*, and also of a vessel which has not been referred to before. She was called the *Governor Simcoe*, constructed for the North-West Company, the first vessel built for trade upon Lake Ontario, (Canniff, p. 149). About the same time, the fact is mentioned in the *Gazette* of May 31st, there arrived at Niagara "a deck boat, built and owned by Colonel John Van Rensselaer, of Lanenburg, on the North River." The *Gazette* proceeds further to inform us that "this enterprising gentleman built and completed this and one other of the same bigness (fifty barrels burthen) and conveyed them by high water to Oswego and arrived there without injury this Spring. They are to ply continually between Oswego and this place and Kingston."

An advertisement dated June 21st, 1797, will prove interesting. It appeared in the *Gazette* of June 28th and reads thus:—

"Taken up a Canadian Batteau. She was found adrift the 14th inst., on the Lake, is now well secured and the owner may know where she may be found by applying to the printer and paying costs." The *Mohawk* continued to ply throughout this year upon the lake between the ports of Kingston, Oswego, Niagara and York, but we learn from the *Gazette* of December 2nd, that "Fears for the fate of the *Mohawk* are entertained by several persons. It is said minute guns were distinctly heard through most of Thursday last, but we hope it has suffered no further than being driven back to Kingston." It is also learned from the same source that the *Onondago*, which has been previously referred to, had been aground in Hungry Bay but had got off safely.

These fears were not wholly groundless, for a day or two later the *Simcoe* arrived at Niagara, with the intelligence that the *Mohawk* had encountered a heavy storm, in which she was partially disabled, losing her bowsprit and most of her sails.

In August there was a proposal to place a gunboat on York harbour. A letter in the *Simcoe* papers in the Archives Department at Ottawa, written by Col. Arnold to President Russell, dated Aug. 21, 1797, says:—

"The selection of York for the capital of

the province was made upon the most mature reflection. I therefore trust that the removal to it will neither have been so sudden nor so unforeseen as to have occasioned any material impediment to the due course of the administration of justice, as that is a circumstance which should be particularly guarded against.

"In consequence of your representation of the necessity of a small armed vessel being immediately built at Toronto, to be entirely under the orders of the civil government, for the purpose you mention, you are hereby authorized to build and employ such a vessel, taking care that the same is done in the most economical manner."

#### TRAVELLING UNDER DIFFICULTIES.

The following instance of some of the difficulties attending travelers at the period to which we are referring will prove interesting. It is a notice of the death of Mrs. Gamble, taken from the *Toronto Colonist* of March 10th, 1859, and was written by a gentleman who, even as late as 1833, had experienced great difficulties, not to say hardships, in his journeying from Quebec to Toronto:—

"Mrs. Gamble continued to reside with her father at Mangerville, New Brunswick, until 1798, when, her husband having in the meantime been promoted to the surgeny of his regiment (the Queen's Rangers), she, with her five daughters, the eldest then but thirteen years of age, accompanied by her father and a sister, ascended the River St. John in a bark canoe, crossed the portage by Temiscouata to the Riviere du Loup came up the St. Lawrence and joined Dr. Gamble, then with his regiment in garrison at York."

On March 8th, 1798, Samuel Hurst, of Newark, advertises in the *Gazette* as follows: "Taken up, some time last fall, in the mouth of the Niagara River, by the subscriber, a three-handed Schenectady boat. The owner, by proving his property and paying the expense, may have her by applying at Mr. Forsyth's store in this town."

A little later, on April 6th, it is recorded how Mr. John McEwen and two others, in trying to reach their sloop lying in the river (Niagara), were drowned. The name of the vessel is not given.

On the 19th of the following May the schooner *Simcoe*, under the command of Captain Murney, arrived at Niagara from Kingston with the intelligence "that upwards of a hundred houses in the lower province have been carried away with the ice this spring." We shall have occasion to refer to Captain Murney later.

Five days after this, on May 24th, we find a sloop advertised for sale. Here is the



advertisement as it appeared *verbatim et literatim*.

"TO BE SOLD.

"On the stocks at the Bay of Long Point at any time before the 28th of June next, a GOOD SLOOP, ready for launching, in good order and warranted sound and masterly built. She is framed of the best black walnut timber, 38 tons burthen, and calculated for carrying timber. With her will be sold her rigging and tackle compleat. She will be sold by consent of Mr. Troyer, and a good title with warranty given on the sale. The conditions are for cash only, one half down and the other in three months, with approved security for payment.

"W. M. DEALY."

"I approve of the above, J. TROYER."

A foot note is appended informing Dealy's creditors that to ensure payment of their accounts they must be duly rendered before June 28th.

No *Gazette* was issued either on June 9th or 16th, but in the number that appeared on the 23rd the public are briefly and curtly told that "the *Gazette* not appearing last week was unavoidable."

On October 27th following this, we learn of the death by drowning of Mr. Cornwall. This accident was caused by the upsetting of his boat near the garrison at York.

In the paper issued November 24th there is a paragraph referring to recent storms upon the lake. It is worth quoting in its entirety, quaintspelling and phraseology included.

"During the late heavy gales of wind which we have had, a vessel loaded with sundry goods was drove on shore at the Mississauga Point at Newark, and another vessel belonging to this town was drove on a place called the 'Ducks' where she received considerable damage. York, November 24."

The place referred to as "The Ducks" is also mentioned by Rochefoucault as being a dangerous point for navigators.

The *Gazette*, under date at York, November 29th, 1798, announces from an English source "the very gratifying information of an action having taken place between Admiral Nelson and the French fleet on their return from Alexandria, in which the British were happily victorious." This was headed "Glorious, Glorious News!" and the paper concludes the account of the action, which it gives in full, together with a list of the killed and wounded, thus:—"In consequence of the above important intelligence a salute was fired yesterday at 5 o'clock p.m. from the garrison, and in the evening a general illumination throughout the town took place on the happy occasion."

The following paragraph, showing how difficult were the means of communication at this time throughout the province, appears in the *Gazette*, dated "York, Satur-

day, April 13th, 1799" "We anticipated more interesting matter than is contained in our sheet of this week, but in consequence of the non-arrivals by water from Newark (Niagara) and the irregularity of the conveyance by land, nothing important has come to hand. The *Gazette* labors at present under the greatest possible disadvantage for want of a regular conveyance between this place and Newark."

The paper goes on to say that its owners entertain "an anxious hope" that better things will soon prevail.

#### GOVERNOR HUNTER ARRIVES.

On August 16th, 1799, the newly appointed Governor, his Excellency Peter Hunter, arrived at York on the schooner Speedy. He sailed from thence to Niagara on the 29th of the same month, but we are given no information as to the name of the ship conveying him, though it was probably the Speedy. Mr. Hunter remained at Niagara until September 8th, when he again set sail, this time for Kingston. As in his previous short journey, the paper does not name the ship on which he embarked. A very few days later, on September 14th, this advertisement appears prominently in the *Gazette*:

"The Toronto Yacht, Captain Baker, will, in the course of a few days, be ready to make her first trip. She is one of the handsomest vessels of her size that ever swam upon the Ontario, and if we are permitted to judge from her appearance and to do her justice, we must say she bids fair to be one of the swiftest sailing vessels. She is admirably well calculated for the reception of passengers, and can with propriety boast of the most experienced officers and men. Her master builder was a Mr. Denison, an American, on whom she reflects much honor."

"Mr. Denison" is a misprint for Dennis, a gentleman of whom we shall have much more to say hereafter. It is to be regretted that no information is given as to where the Toronto Yacht was built and launched, nor as to her dimensions and tonnage. On November 30th, the *Gazette* chronicles the death of a raftsmen upon the Don by falling from his raft into the river. It adds that "his remains were interred in Masonic order."

The last days of the year appear to have been very stormy, for we learn from the *Constellation* of December 7th, a paper published in Niagara, that "on Thursday last," this would be on November 29th, "a boat arrived here from Schenectady, which place she left on the 22nd ult. She passed the York, sticking on a rock off the Devil's Nose; no prospect of getting her off. A small deck boat also, she reports, lately sprung a leak twelve miles distant from Oswego. The people on board, many of whom were passengers, were taken off by a

vessel passing, when she instantly sank; cargo is all lost."

The same papers refer to two other vessels, namely, the *Genesee* and the *Peggy*, both schooners. The former appears to have been more than a month in accomplishing the distance between Oswego and Niagara, having "been driven back by heavy gales." The latter vessel, the *Peggy*, was owned, in part at least, at York (Toronto). The reference made to her is contained in an advertisement running thus:—

"For sale, one moiety of the well-known schooner *Peggy*. Any recommendation of her sailing or accommodation will be unnecessary. With these particulars the public are well acquainted, and the purchaser will no doubt satisfy himself with personal inspection. For terms of sale apply to the executor and executrix."

The *Peggy* had been held, as many ships

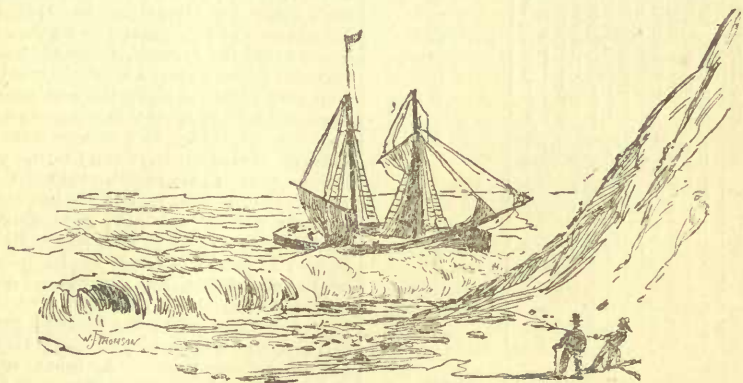
before the Board, until which time the consideration of this petition is deferred.

A week later pressing reference is made by advertisement to a vessel called the *Duchess of York*, but no particulars are given respecting her.

The schooner *York*, which we have mentioned as being the first Canadian merchant vessel, had, as we have just seen, encountered a severe storm on the 29th of November, and was grounded near the mouth of the *Geneva* river. She became a total wreck, and went entirely to pieces.

At the end of this year (1799) a casual reference is made to a Government sloop, known as the *Terrahoga*. She was little known and we never find her again mentioned.

In the first days of the present century



LOSS OF THE YORK.

are in the present day, in shares, and this moiety offered for sale was part of "the estate of Thomas Berry, merchant, of York, deceased.

Complaint was made even in these early days of excessive port charges, for we find that Capt. Jos. Kendrick, of the *Peggy*, protested to the Executive Council, and in the Simcoe papers in the archives at Ottawa is the following from the minutes of the council.

*Minute of Council, 6th August, 1799.*

Read, the memorial of Joseph Kendrick, master of the schooner *Peggy*, complaining that the port charges from this town to Niagara are too high for a vessel of her tonnage, etc.

Recommended, that a table of the charges made on the entry of vessels and craft of all kinds by the superintendents of the several ports on this and the Upper Lake be laid

the *Gazette* of April 26th, May 2nd and 10th, contained this notification:

"Sheriff's Offices, York,  
April 18, 1800.

"Home District, to wit:

"By virtue of a writ of fieri facias, at the suit of Peter Vanalstine, against the goods and chattels of Abner Miles to me directed. I have signed and taken in execution one-third share of the schooner *Jemima* or *Genesee* packet, as belonging to the said Abner Miles."

The advertisement proceeds to say that this share will be sold on the sixteenth of the following June to the highest bidder. It concludes by enjoining all persons who have any lien upon the vessel to at once notify the fact to the sheriff. It is signed, "Alexander McDonell, Sheriff."

On May 17th we are informed that "on Thursday evening last His Excellency, Peter Hunter, Esq., Lieutenant-Governor of this province, arrived in our harbour on board the *Toronto*."



In the *Gazette* of September 6th appears this somewhat amusing apology from the printers of the paper: "We hope to be excused for the badness of the quality of the paper we are obliged this day to print on, owing to the non-arrival of the vessel, which has our new supply of that article on board and which we daily expect."

#### AN INTERESTING SCHEDULE.

The following return of lake shipping at the close of last century is of interest:

Lakes.	Name and Build.	Owner.	Tonnage.	Number of Guns they could carry if armed.	
				Pounders.	Swivel.
Ontario.	Superior				
	Erie, Huron and Michigan.				
	Schooner Nancy.....	Geo Smith & Co.....	67	6	6
	Sloop Saginaw.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
The Police Building in Bay of Quinte.....	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
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	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6
	Sloop Detroit.....	Albin, Neilson & Part	67	4	6

Respecting the lake harbors there is the following in the Simcoe papers:—

"Re York, Johnstown and Kingston.

"The situation of two towns seems to have been properly laid out in the eastern part of the Province, the one being where the rapids end, called Cornwall, and the other at the termination of the ship navigation of the lakes, near the island of Livy, named Johnstown.

"Kingston, at the mouth of the St. Lawrence, being the best harbour for the shipping at this end of the lake, and the place

where the batteaux from Montreal resort, must be a town of some consequence, though it is incapable of defence, unless on a system beyond all propriety. It cannot under present circumstances be of very great importance. It has astonishingly increased since the establishment of the Government.

"In the upper part of the province on Lake Ontario, the best harbour is that of Toronto or York. A communication between this place and Lake Huron has been explored, which may be of the utmost commercial and military advantage to the province."

In the first year of this century there was constructed in the township of Marysburgh, a short distance west of the Stone mills, a schooner of some celebrity. It was built by Captain Murney, father of the late Hon. Edward Murney, of Belleville. Captain Murney came to Kingston, in 1797, at the solicitation of Mr. Joseph Forsyth. It was constructed for himself, and was made altogether of red cedar, a kind of wood formerly very plentiful along the bay, and which possesses a most agreeable odor, and is extremely durable. The vessel was named the Prince Edward. John Clark, of Dalhousie, says of this vessel, that he was on board the following year of her building, and that she was a "staunch, good ship, with an able captain." Her size was sufficient to allow 700 barrels of flour to be stowed beneath her hatches. She ran upon Lake Ontario for many years, and made for her owner a small fortune. She was in good condition in 1812, and was employed by Government as an armed vessel. A schooner called Prince Edward, probably the same, Captain Young, was the first vessel to land at the pier when erected at Wellington. (Canniff, p. 153.)

In the same year, 1800, we learn from the source from which we have just quoted, that "a schooner of 100 tons was brought to Clifton, and during the winter of 1801, she crossed by the portage road on immense runners to Queenston, where she again found her native element in the Niagara river." She was in 1804 lost in bringing a cargo to Niagara, with all on board.

On May 16th, 1801, the Toronto again arrives at York, carrying the Lieutenant Governor, who was to open Parliament on the 28th of the same month.

#### NELSON'S DANISH VICTORY.

On June 13th is this announcement: "Last Monday," that would be on June 8th, "was a day of universal rejoicing in this town, occasioned by the arrival of the news of the splendid victory gained by Lord Nelson over the Danes in Copenhagen Roads, on the 2nd of April last."



On August 29th following, we are apprised by the *Gazette* of Mr. William Allan's appointment as "Collector of duties at this port (York) for the Home District."

In the *Niagara Herald* of January 18th, 1802, appears the following paragraph:—"The sloop Mary Ann will sail from this town (Niagara) on first favorable day." In addition there was the vessel known as Skinner's Sloop. We learn "through a private letter from Captain Æneas Macdonell to Ensign Chiniquy, dated York Garrison, 28th March, 1802, of the receipt of a budget of news by Skinner's Sloop." (Scadding, p. 527).

On March 30th, 1802, Levi Willard advertises in the *Gazette* that he "will run a boat from York to the head of the lake once a week. The first departure will be from York, the 31st instant, and from the head of the lake on Saturday every week." This advertisement continues in several successive numbers.

In the *Gazette*, published on May 15th of the same year, we again have the intelligence of the Governor's arrival at York, and, as in the two preceding years, he came on the Toronto, after a remarkably quick passage from Quebec of nineteen days!

Travelling at this period both by land and lake was a widely different matter from what it is now. There are many living who can remember, and remember with a shudder, what its discomforts were less than fifty years ago. Long after the Upper Province had been settled it was an undertaking of no small magnitude to accomplish a journey, say from New York to Kingston or York. Writers who are presumably well acquainted with the subject, relate how travellers were six weeks in accomplishing the distance between Albany and the Bay of Quinte.

Other instances are given of families being a month on their journey from New Jersey to the same settlement.

Compare such inconveniences with the comforts obtainable in 1893. A traveller can dine in New York on one Sunday and in Liverpool on the one following. He can breakfast in Toronto, have his lunch, say at Buffalo, and a late dinner in New York, or he can dine in Toronto at a late hour one evening and breakfast in Montreal at a tolerably early hour on the following morning.

In the *Gazette*, published February 5th, 1803, there is a proclamation from His Excellency, the Lieutenant Governor, Peter Hunter, Esq., constituting two additional places as ports of entry in the following terms:—

"I, Peter Hunter, Esquire, Lieutenant Governor of this Province, do hereby declare and appoint that in addition to the Ports of Entry and Clearance established by and under the authority of a certain act," The document then proceeds to quote this act and to define the locality of the new ports in these words: "The places hereinafter described and specified, that is to say: \* \* \* on the west bank of the river Gananoque, in the Township of Leeds, in the County of Leeds, in the District of Johnstown, at or near the place where the said river St. Lawrence \* \* \* and on the north bank of the river Chippawa, in the township of Stamford, in the county of Lincoln, in the district of Niagara, near to the bridge over the said last mentioned river, shall from the fourteenth day of February next, severally and respectively be and the same are by these presents proclaimed to be ports and places of entry and clearance, for all goods and merchandize, brought into this province from the United States of America."

The document concludes by again quoting the act of Parliament, under which it is issued and then is signed "By His Excellency's Command, William Jarvis, Secretary."

On the 14th of May following the Government schooner Duke of Kent, arrived at York from Kingston, conveying a detachment of troops. This is the first mention we have of this vessel. On June 25th, the *Gazette* tells its readers that the Lieutenant-Governor with his suite, will sail that day from York for Quebec, via Kingston, and on July 29th the same paper refers again to the arrival in York harbour of the schooner Duke of Kent.

In the *Gazette* of November 26th there is this notice:—"It is currently reported, and we are sorry to add with every appearance of foundation, that the sloop Lady Washington, commanded by Captain Murray, was lately lost in a gale of wind near Oswego, on her passage to Niagara. Pieces of the wreck and her boat, by which she was recognized, together with several other articles, are said to have been picked up. It is yet uncertain whether the crew and passengers were saved. Among the latter were Messieurs Dunn and Boyd, of Niagara."

The vessel just referred to was the first American craft built on Lake Erie. She was constructed at Four Mile Creek, near Erie, Pa., in 1797. For one season only she sailed on Lake Erie. She was then sold to a Canadian, who took her on wheels round the Falls from Chippawa to Queenston. There she was registered as a British vessel.

her name being changed from Washington to Lady Washington.

#### YORK'S PIONEER MERCHANT.

The business hindrances arising from the delay or non-arrival of expected vessels have previously been referred to. Another instance of it is given in the advertisement published in the *Gazette* of December 10th, 1803, by Mr. Quetton St. George, where, after explaining that he had lost a large quantity of goods through the foundering of the Lady Washington, he thus expresses to his customers his regret for their failure to receive their supplies:—

"Mr. St. George is very sorry that he has not received his East India goods and groceries. He is sure they are at Oswego, and should they not arrive this season," that is before the navigation of the harbor closed for the winter, "they may," the advertisement concludes, "be looked for early in the spring."

The *Gazette* of the same date also gives a table of exports and imports at Quebec for the year 1803. It is to be regretted the quantities only are given, not the values. Among the exports are 14,984 barrels of flour and 372,533 bushels of wheat, a large quantity of salted beef, pork and fish, six kegs of tobacco, also the same quantity of Canada balsam, and a large consignment of sarsaparilla. Timber, rough and prepared, forms, as was to be expected, the chief article of export, although it is nearly equalled by furs, among which was the enormous number of 207,229 deer skins.

Among the imports of the dutiable articles are 5173 puncheons of rum, 103,556 minots of salt, 17,172 packs of playing cards and last but by no means least 210 cases of Noyeau.

Navigation must have opened late in 1804 for not until the 22nd of May is there any intelligence in the *Gazette* respecting the vessels on the lake. Even then the information is most meagre. The fact is merely recorded that upon that date the Lieutenant-Governor and suite sailed from York to Kingston on their way to Quebec. They returned to York on August 29th following. Terrible storms and floods devastated the country early in September and the River Credit rose to such a height that the Indian camp was flooded, its inhabitants barely escaping with their lives and losing all their canoes and arms. But a still worse storm took place early in the next month, resulting in the total loss of the Government schooner Speedy. The *Gazette* narrates the story thus:—

"The Speedy, Captain O. Paxton, left this port on Sunday evening, the 7th of

October last, with a moderate breeze from the N. W., for Presque Isle, and was despatched off that Island on the Monday following before dark, where preparations were made for the reception of the passengers, but the wind coming round from the N. E. blew with such violence as to render it impossible for her to enter the harbor, and very shortly after she disappeared. A large fire was then kindled on shore as a guide to the vessel during the night, but she has not since been seen or heard of, and it is with the most painful sensations we have to say we fear she is totally lost."

#### A SAD STORY.

The paper goes on to say that enquiry had been made at all the lake ports, but no information could be obtained about the ship excepting that a mast, compass-box and hen-coop, known to have belonged to her, had been found on the beach at the opposite side of the lake. On board the Speedy were among others, Mr. Justice Cochrane, Mr. Robert J. D. Gray, Solicitor General; Mr. Angus McDonell, Advocate, and a member of the House of Assembly: Mr. John Fisk, High Constable of York, and Mr. George Cowan, who was an Indian interpreter.

"These gentlemen were," the *Gazette* goes on, "proceeding to the district of Newcastle, in order to hold the Circuit, and for the trial of an Indian, (also on board the Speedy), indicted for the murder of John Sharpe, late of the Queen's Rangers." The sad story concludes by saying that it is feared others, whose names were unknown, had also perished, and that the total loss of life amounted to twenty souls. In the last issue of the *Gazette*, in December, 1804, there is a reference made to the schooner Peggy. She had brought a valuable consignment of goods for Quetton St. George, and that enterprising gentleman informs his patrons that "they will close his supply for this year." We may conclude, therefore, that though navigation had opened late in the season of 1804, it had not made up for it by closing early. The imports and exports at Quebec for 1804, excepting in wheat, do not show any very great differences from those of the preceding year. Among the latter are 200,043 bushels of wheat, a decrease of no less than 172,490 bushels, but there is a very considerable increase in oats and barley. There is, too, a considerable augmentation in the number of deer skins exported. They exceed by more than 41,000 those shipped the year previously. Among the dutiable imports there is an increase in the quantity of rum, but the number of



packs of playing cards decreases exactly 3,000 packs. In salt too, there is a decrease of more than 9,000 minots. But the Canadians were less luxurious in 1804 than in its predecessor, for the importation of Noyeau is conspicuous by its absence.

The records of shipping for 1805 are very barren. The arrival at York and departure of the Lieutenant-Governor for Kingston and Quebec is noted without any information as to the means he employed to transport himself from place to place. Only in November is there a casual reference made to the Toronto Yacht. She had apparently been lying near the Garrison, for we learn from the *Gazette* of November 16th that "a boat put off from her to the rescue of some persons in danger of drowning, who had been upset from a boat bound from the Credit to Toronto," and which had been, to quote the *Gazette*, "overset near the Garrison at the entrance of this (York) Harbor." Despite all exertions though, one person and nearly all the cargo, were lost. The officer in command of the Toronto Yacht was Capt. Earl.

#### DEATH OF NELSON.

The *Gazette*, published January 11th, 1806, contains the following paragraphs:—

"As the public curiosity has been lately considerably excited by a report of Lord Nelson's having fallen in with and obtained a victory over the combined French and Spanish fleet, with the loss of his life, we publish the following letter, with which we have been politely favored (dated 29th December), received by a gentleman in Niagara. The paper then cautions its readers against placing too much reliance on the letter, and proceeds to give its contents, which ran thus:—

"I hasten to let you know that we have received direct information from Albany that Lord Nelson has fallen in with the combined fleet, taking nineteen, sinking two, blew up one, and seven got away. Two admirals (French) and one Spanish taken prisoners. Lord Nelson was shot with a musket ball through the breast and killed. No other officer of distinction on either side was lost. \* \* \* \* Lord Nelson's fleet consisted of twenty-seven. It was spoken of as certain in Albany."

By a *Gazette* extraordinary, dated January 20th following, the news just referred to was fully confirmed. On the same date the President, Alexander Grant, Esquire, ordered a salute to be fired in honor of the victory by the troops in York garrison. The following letter, copied from the original document and addressed to the commissary of stores, will be read with interest:—

"YORK, 20th January, 1806.

"SIR,—You will please issue to Sergeant

Robert Hadden, of the Royal Artillery, one barrel of gunpowder to be used in firing a royal salute in honor of the signal and glorious victory, obtained by the British fleet under Lord Nelson, over the combined fleets of France and Spain, at the entrance of the straits (sic) of Gibraltar on the 21st of October last, and on such other services as may be occasionally required, and for which Sergeant Hadden is hereafter to account.

The Hon. John McGill, Alex. Grant, "Commissary of Stores. President."

Later, on February 15th, the *Gazette* refers to the loss of a boat plying between Oswego and Sandy Creek, near the mouth of the Salmon river, when four people lost their lives. Still later, on June 14th, the *Gazette* prints a request. "That no person will draw sand or pass with loaded waggons or carts over the new bridge or float at the opening of the Don river," and then proceeds to explain "this source of communication, was intended merely to accommodate the inhabitants of the town in a walk or ride to the Island."

Among other notices that appear in the *Gazette* of May 16th, 1807, is one appointing "Joseph Chiniquy, Esquire, Collector of Customs at the ports of St. Joseph and St. Mary." By a letter of Governor Gore, written in the following August, we learn that the schooner Toronto had met with an accident, of what particular nature we are not informed. We also see that even those who held such prominent positions as his, were compelled even at this period to have recourse to bateaux in proceeding from place to place.

#### NEPTUNE CONQUERS MARS.

The Lieutenant-Governor, writing from Kingston, 24th August, 1807, says:—

"We arrived here (Kingston) yesterday after a passage of forty-eight hours. Mrs. Gore suffered very much from sickness and the gallant major was near giving up the ghost. As for myself I never was more hearty in my life." He is on his way to Montreal and proceeds to add:—"I have got two bateaux and shall start at ten o'clock to-morrow, and hope to be with you at furthest on the 17th of next month." In the latter portion of his letter he refers thus to the recent accident to the Toronto Yacht. "I am vexed to hear of the Toronto's disaster. For God's sake let us avoid a second Speedy affair."

Unfortunately, there was yet another accident to this same vessel, for on October 17th following the *Gazette* briefly chronicles the event. It occurred on her passage between Niagara and Toronto, causing her to put back to the former port. At this time



the means of communication throughout the province must have been, both by land and water, in a most primitive condition, for almost each number of the *Gazette* contains complaints about the non-arrival of various articles required by the publishers. This important announcement is made in the *Gazette* of March 16th, 1808:

"It is with pleasure we inform the public that the dangers to vessels navigating Lake Ontario will in a great measure be avoided by the erection of a lighthouse on Gibraltar Point, which is to be immediately completed in compliance with an address of the House of Assembly to the Lieutenant-Governor."

It has been stated on, perhaps, somewhat doubtful authority that a lighthouse had been commenced at this place in 1799, or even a year earlier, also that the schooner Mohawk had been employed in carrying stone from Niagara for building purposes, and that building had begun. This may have been so, but the undertaking must have been of a private nature, and never came to anything. The Act for the establishment of lighthouses at Isle Forest, near Kingston, at Mississauga Point, near Niagara, and at Gibraltar Point, opposite York, was not passed until 1803, and there is no record of any advantage having been taken of its provisions until this year, 1808. By this Act the maintenance of the lighthouses is provided for by levying a toll of threepence per ton (this would be Halifax currency, equivalent to five cents) "on every vessel, boat, raft or other craft of ten tons burthen or upwards, doubling the point named, inward bound."

We hear of two new vessels this year, namely, the *Elizabeth* and the *Governor Simcoe*. They were built by Judge Richard Cartwright, the first for himself and the second for the Northwest Company, to replace one similarly named that had become worn out and whose advent we have already mentioned. These schooners were built and launched at Mississauga Point, at the mouth of the river Cataragui.

In the *Gazette* of April 7th following, there is a reference made to the schooner *Mary Ann* having sailed from Kingston on the 3rd or 4th inst. "with an elegant assortment of fashionable printed cottons and calicoes," and that her arrival at York is duly expected. The *Toronto Yacht* was fairly busy in the latter end of 1808 conveying the Governor to and from Niagara and York.

There also appears to have been a schooner on Lake Erie at this time known as the *Camden*, for in the *Gazette* of July 30th reference is made to the Lieutenant Governor's return from a journey to Amherstburg

and Sandwich. He is said to have returned to York by Lake Erie "on board the *Camden*, having had rather a tedious passage of seven days and blowing adverse weather."

Navigation closed early in 1808, for on December 14th the *Gazette* announces that in consequence of the suspension of our water communication with Niagara at the present season "the day of publication would in future be Wednesday, instead of Saturday, as heretofore." This year is remarkable not only as being the first in which the provisions of the Lighthouse Act were enforced, but also as being the last year in which the navigation of the Canadian rivers and lakes was compassed solely by sailing vessels. The introduction of steam power, then threatened, became an accomplished fact in 1809, and as that year marks a new era in the life of our Canadian marine the second portion of the history of that service closes at this period.

#### CHAPTER CCXXXIX.

*Six Eventful Years—The First Steam Vessels—The War of 1812 and the Battles on the Lakes—1809-15.*

The six years from the beginning of 1809 to the new year of 1815 form one of the most interesting periods in Canadian history. They were marked by the first introduction of steamboat navigation on inland waters in Canada, and also by the occurrence of one of the most fiercely waged wars and hotly contested battles both by land and sea that England has ever been engaged in in conjunction with any of her dependencies. The first steamboat that ever floated on any waters or in any country appeared on the great River Hudson, in the United States, in the year 1807. The second sailed on Canadian waters in 1809, from and to Canadian ports. Canniff thus describes both vessels:—

"The River Hudson, named after the navigator of that name, who ascended this splendid stream—called by the native Indians 'The Great River of Mountains'—in 1609, has the honour of being the place whereon floated the first steamboat that existed in the world. The boat was launched in the year 1807, being named *Clermont*. It was of 150 tons burden. The engine was procured from Birmingham. Robert Fulton, of New York, though not the originator of steam power, was the first in America who directed it to the propelling of boats. Fulton, the pioneer in boats by steam, lived not long enough to see accomplished the grand end of propelling boats across the Atlantic thus. He died in 1815. The second steamboat built in America was launched in Montreal 3rd November, 1809,

built by John Molson. It was called Accommodation, and plied between Montreal and Quebec. At the first trip it carried ten passengers from Montreal to Quebec, taking thirty-six hours. The whole city of Quebec came out to see her enter the harbour. The fare was eight dollars down and nine up.

Of the vessels upon the lakes in 1809 and 1810 there are scarcely any records. There was the *Bella Gore*, in the latter year under the command of Captain Sanders, running between Niagara, York and Kingston. Another, commanded by Captain Grace, the name of which was not given, ran between the same ports; while yet a third plied between York and Niagara, commanded by Captain Conn, and from some peculiarity in her shape often spoken of as Captain Conn's coffin. The difficulties experienced in travelling from one portion of Canada to another in those days can hardly be even imagined by the younger generation of Canadians. They are accustomed to regard a trip to Montreal in a Pullman car or one of the floating palaces of the lake as a luxury rather than a toil, yet this is a description (contained in "Caniff's Upper Canada") of what travelling was here only three-quarters of a century since. He says:—

"The following is a most interesting instance of batteaux travelling put in our hands by the Rev. Mr. Miles:—'I left Kingston on the 6th of April, 1811, but as the travelling then was not as it is now, I did not arrive in Montreal till the 15th. I will just copy verbatim the journal I kept on my passage. Durham boats were scarce on the Canada side at that time, but it was thought if I could get to the American shore I would find one on its way to Montreal. Well, I found a man in Kingston just from Grindstone Island, who had brought up some shingles and tar to sell, and he told me if I could get to Briton's Point, several miles down the river from Cape Vincent, and to which place he would take me, that he thought I would find a Durham boat there, and the following is my journal on that route:

"GRINDSTONE ISLAND, April 11, 1811.—Left Kingston yesterday, April 6th, at 3 p.m., in an open skiff, with R. Watson, a clerk in Dr. Jonas Abbott's store, and two hands belonging to the skiff; head wind; rowed hard till about eight in the evening, when, having blistered both hands and being very much fatigued, we drew our skiff on shore and camped on the shore of Long Island, about five miles above Grindstone Island; wind strong from the north; very cold and without victuals or fire; feet wet; slept some, walked some, and by daybreak was

somewhat chilled; strong head wind; stuck close to our dear lodgings until eight, when the wind abated, and we stuck to our oars till about eleven o'clock, when we made Grindstone Island, weary and very hungry; eat a hearty dish of "sapon" and milk; rested about an hour; set off for Briton's tavern on the American shore, where we arrived about 4 p.m., the water being entirely calm; had not been on shore ten minutes, as good luck would have it, before we engaged a passage for Cornwall in a Durham boat, and a breeze coming up directly from the south, our American boats immediately hoisted sail and proceeded about thirty miles, when the wind changed, and we put into a bay on Grenadier Island, about nine in the evening; ate some supper at a house owned by Mr. Baxter; spread a sail upon the floor, and seven boatmen and four passengers camped down before the fire; in the morning I felt my bones as though they had been lying on the soft side of a hard, rough floor. April 8—Head wind still; wished myself either at Kingston or Montreal. April 9—Still a head wind; must take it as it comes; reading and writing the order of the day; at 7 p.m. hoisted sail; at 1 a.m. arrived at a house on the Canada shore, and slept on the floor until daylight. April 10—Left for Ogdensburg, where we arrived at 3 p.m.; found an old acquaintance and passed the afternoon quite agreeably. April 11—Had a good night's rest; still a head wind; found the printing office and composed types the greater part of the day. April 12—Still a head wind. April 13—Left Ogdensburg and arrived at Cornwall. April 14.—Left Cornwall and arrived at McGee's, Lake St. Francis. April 15—Left McGee's and arrived at Montreal about 8 p.m. Travelling expenses from Kingston to Montreal, \$9 75."

#### EXIT TORONTO YACHT.

Early in the summer of 1812 the Toronto Yacht ceased to sail upon the lake. She was wrecked off the island opposite Toronto, and for many years a portion of her hull remained upon the beach.

Before proceeding to relate the history of the shipping upon the lakes during the war that broke out in 1812 between Great Britain and the United States, it will be necessary to go back for a few years and give particulars relating to an Act of Congress passed by the American Legislature in the year 1807. This was known as the Embargo Act, and is described by an American author as one "laying an embargo on all shipping, foreign or domestic, in the ports of the United States, with specific exceptions." This Act was passed by Congress with closed doors, in a session



of four hours, in violation also of the usual modes of legislative procedure. To again quote our previous authority, this Act prohibited "all vessels in the ports of the United States from sailing for any foreign port, except foreign ships in ballast or with cargoes taken on board before notification of the Act, and coastwise vessels were required to give heavy bonds to land their cargoes in the United States." It is added that "the little life left in American commerce under the pressure of the orders and decrees of the belligerents," who were France and England, "was utterly crushed out by this Act." At this time it must be noted there were many points of dispute between the United States, France and Great Britain. By passing this Act the American Government hoped to bring such pressure to bear, on the latter power especially, as would cause her to yield in favor of America some at any rate of the disputed questions. But this is what really happened, and we again quote from a United States writer:—

"The French Government viewed it (the Embargo Act) as far more injurious in its effects upon Great Britain than upon themselves, while England, feeling that her national character and honor were at stake, and believing that she could endure the privations which the measure would inflict in both countries longer than America, proudly refused to yield a single point."

We have described this Act thus fully so as to render more intelligible the references we shall be obliged to make to it in our history of events upon the lakes during the next few years.

On June 5th, 1812, the schooner *Lord Nelson*, belonging to and owned by James and William Crooks, of Niagara, freighted with flour and a general cargo, sailed from that place for Kingston. Being found in American waters, she was captured by the *Oneida* under the command of Lieutenant Woolsey and condemned as a prize under the provisions of the Embargo Act. Two other schooners, namely, the *Ontario* and the *Niagara*, were in the same month also taken by the Americans. The former was speedily released but the latter was sold by her captors. These acts naturally led to retaliatory tactics being adopted by the Canadians. When the news of the declaration of war reached Ogdensburg on the St. Lawrence there were lying there eight American trading schooners. They naturally endeavored to escape to the open waters of Lake Ontario, but a company of volunteers, about fifty in number, commanded by an enthusiastic Canadian named Jones, chased them in open boats. They succeeded in capturing two of the fugitive vessels, named the

*Sophia* and *Island Queen*, and after taking possession of their contents burnt them. This took place near Brockville at the foot of the Thousand Isles. On July 29th, an attempt was made by the British fleet on the lakes to re-capture the *Lord Nelson*, which was lying under charge of the American vessel the *Oneida*, in Sackett's Harbour. The attacking force sailed from Kingston under command of Commodore Earl, who had formerly commanded *Toronto Yacht*. It consisted of the following vessels: *Royal George*, 26 guns; *Prince Regent*, 22; *Earl of Moira*, 20; *Simcoe*, 12, and *Seneca* &c. The expedition was not successful and was attended by some loss of life and not a little damage to the Canadian ships.

#### DECLARATION OF WAR.

War had been formally declared by the President of the United States against Great Britain on June 19th, 1812. When the intelligence reached General Brock, who, in the absence of Lieutenant-Governor Gore on leave to England, was Administrator or President of the Council, he was at York. His first orders were on June 26th, 1812, sent to Captain Roberts, who was in command of a small detachment of the 41st Regiment, quartered in the Block House on the Island of St. Joseph, in Lake Huron, about forty miles north-east of Mackinaw, or, as it has been called previously in these pages, Michillimackinac. These commands were to capture the fort at this place, it being the headquarters of the Indian fur trade. Captain Roberts set out, accompanied by one hundred and fifty voyageurs, an armed schooner, the *Caledonia*, and his own company of forty-six men, on his expedition. They sailed on July 16th in batteaux and canoes, and on approaching the fort summoned its occupants to surrender. This they did without firing a shot or a life being lost on either side. General Brock next determined to make an attack upon and capture if possible Fort Detroit and so secure command of the lakes. Brock had crossed from York to Niagara in a canoe, accompanied only by a friend and their boatman, and from the latter place the force intended for the attack upon Detroit set forth. They embarked on August 5th, 1812, and six days later were near Amherstburg, on Lake Erie. The *Kingston Gazette* of September 19, 1812, contains the following general orders issued on that occasion:—

#### GENERAL ORDER.

Headquarters, camp, Bank of Lake Erie, 15 miles s.w. Port Talbot, August 11, 1812, six o'clock p.m.

The troops will hold themselves in readiness, and will embark in the boats at twelve o'clock this night. It is Major General



Brock's positive orders that none of the boats go ahead of that in which is the headquarters, where a light will be shewn during the night.

The officers commanding the different boats will immediately inspect the arms and ammunition of the men, and see that they are constantly kept in a state for immediate service. As the troops are now to pass through a part of the country which is known to have been visited by the enemy's patrols, a captain with a subaltern and thirty men will mount as a picket upon the landing of the boats, and a sentry will be furnished for each boat, who must be regularly relieved, to take charge of the boat and baggage. A patrol from the picket will be sent out on landing to a distance of a mile from the encampment.

By order of the Major-General.

J. B. GLEGG,

Major A. D. C.

The next day General Brock issued another order emphasizing the one just quoted, and also drawing the attention of officers commanding boats to the fact that :

"A great part of the bank of the lake where the boats will this day pass is much more dangerous and difficult of access than any we have passed; the boats therefore will not land except in the most extreme necessity, and then great care must be taken to choose the best places for beaching. The troops being in the neighborhood of the enemy, every precaution must be taken to guard against surprise.

By order of the Major-General.

J. B. GLEGG,

Major A. D. C.

When Brock arrived before Detroit, which he did on August 15th, there were in the river the British gunboats *Princess Charlotte* and *Hunter*. They opened fire upon the fort and were aided by a battery of five guns, which had been erected by the British on the side of the river, opposite Detroit. Next day the garrison capitulated to Brock and over two thousand men became prisoners of war. A brig called the *Adams* was also captured. Many of these were conveyed by the two ships we have just named to Fort Erie, from thence to Quebec via Kingston, but as it was by the flat bottomed boat and canoe that many of the troops had ascended to the head of the lake so by them many of the prisoners taken at Detroit were conveyed to Quebec. On August 18th Brock sailed for Fort Erie in the *Charlotte*, and on August 22nd arrived in York.

From York Brock proceeded to Kingston, where he remained until September 5th, when he left there for Niagara, again mak-

ing the journey, it is believed, in a canoe. This was the last voyage, excepting one to Detroit, on October 9th, the gallant soldier made. Just after the departure of Brock from Kingston a naval engagement took place near Johnstown. In reference thereto the *Kingston Chronicle* of September 19th, 1812, contains this paragraph: "On the 16th inst.," three days earlier "A brigade of boats under convoy of two companies of the Newfoundland regiment, and a detachment of the 49th and of the Veterans, were attacked by the Americans about two miles below Johnstown." This attack, it seems, did not terminate to the advantage of the assailants, for they lost to the Canadians one of their Durham boats and had more than twenty men killed and wounded. By a later paragraph in the same paper it appears that all the boats above referred to arrived safely at Prescott on the morning of September 17th.

#### TWO VESSELS CAPTURED.

In the early morning of October 9th, in this year, the Americans succeeded in capturing from the Canadians, on Lake Erie, two vessels, namely the *Detroit* and the *Caledonia*. The first was the brig that formed part of the spoils taken by Brock when Fort Detroit surrendered and her name was changed from the *Adams* to *Detroit* in honor of the victory. She was under the command of Lieutenant Rolette. The second was the property of the North-west Company and carried a valuable cargo in the shape of furs. The *Detroit* carried six guns and a crew of fifty-six men. She had also thirty American prisoners on board. The *Caledonia* had two guns, twelve men and also had a few prisoners. The capture was effected at Black Rock on Lake Erie by Lieutenant Jesse D. Elliott, U. S. N. The victors themselves confess that they accomplished it by surprise. Later in the day the *Detroit*, being within reach of the guns of Fort Erie, was so severely cannonaded that the cable was cut by the Americans and she drifted down the river Detroit to the western side of Squaw Island near the American shore. She was at once boarded by a party of soldiers of the 49th regiment British infantry stationed at Fort Erie. They were compelled to abandon her after a hotly contested fight. Just as night was approaching General Brock arrived from Niagara and, supported by the guns of the armed schooner *Lady Prevost*, made an attempt to re-capture her. To prevent this happening she was set fire to by the Americans, and was burned to the water's edge. The Canadian loss in this action has never been accurately ascertained. The Americans reported theirs as two killed and five

wounded. The loss of the *Caledonia* was a serious one, the value of her cargo being estimated at no less than \$200,000. It need hardly be said the United States Government exulted, while General Brock regarded it very seriously. In a letter to Sir George Prevost, dated October 11th, written but two days before his death, he says:—"The event is particularly unfortunate, and may reduce us to incalculable distress. The enemy is making every exertion to gain a naval superiority on both lakes, which, if they accomplish it, I do not see how we can possibly retain the country."

#### DEATH OF BROCK.

On October 13th following, took place the battle of Queenston Heights, when General Brock and his A.D.C. Colonel McDonnell fell, like the gallant soldiers they were, with their faces to the enemy. The Simcoe, under command of Captain James Richardson, took the news to York. The following is the account given of his arrival in the harbor from Dr. Scadding's "Toronto of Old." He says:—

"The *Moira* was lying off the Garrison at York when the Simcoe transport came in sight filled with prisoners taken on Queenston Heights, and bringing the first intelligence of the death of General Brock. We have heard the Rev. Dr. Richardson, of Toronto, who at the time was sailing master of the *Moira* under Captain Sampson, describe the scene. The approaching schooner was recognized at a distance as the Simcoe. It was a vessel owned and commanded at the moment, by Dr. Richardson's father, Captain James Richardson. Mr. Richardson accordingly speedily put off in a boat from the *Moira* to learn the news. He was first startled at the crowded appearance of the Simcoe's deck, and at the unwonted guise of his father, who came to the gangway conspicuously girt with a sword. 'A great battle had been fought,' he was told, 'on Queenston Heights. The enemy had been beaten. The Simcoe was full of prisoners of war, to be transferred instantaneously to the *Moira* for conveyance to Kingston. General Brock was killed.'

"Elated with the first portion of the news, Dr. Richardson spoke of the thrill of dismay which followed the closing announcement as something indescribable and never to be forgotten."

At this time the following gunboats were upon Lake Ontario—the *Earl of Moira*, 20 guns; the *Duke of Gloucester*, 14 guns; the *Prince Regent*, 22 guns; the *Royal George*, 26 guns; the *Simcoe*, 12 guns; the *Seneca* 4, the *Princess Charlotte* and the *General Hunter*.

On November 9th, 1812, a naval encounter

between the American and Canadian Navy took place near Kingston. Commodore Chauncey, of the U. S. Navy, on board the *Onesida*, with several other vessels, lying off the "Ducks," on the evening of the previous day, hoping to intercept the English fleet, composed of the *Royal George*, of twenty-six guns, under the command of Captain Popham, the *Duke of Gloucester*, of fourteen guns, and the *Prince Regent*, of twenty-two guns, who were returning from Niagara. These vessels reached the Bay of Quinte safely during the night of November 8th and were proceeding on the following morning on their journey to Kingston when Chauncey encountered them. A battle which lasted for more than two hours ensued, and which ended by the Americans retreating to Sackett's Harbor. On their way thitherwards the *Onesida* fell in with the British vessel, the *Earl of Moira*, acting as an escort to a sloop which had on board General Brock's plate, books and other private effects. These were all captured, but subsequently, to the honor of Chauncey, restored to the general's representatives. As the American vessels were returning to Sackett's Harbor they discovered the schooner *Seneca*, under the command of Captain Richardson, trying to make her way into Kingston. They promptly fired into her. Richardson tried first of all to run his vessel on to Amherst Isle; that failed. He then essayed to get into port, but almost as he reached safety a 32-pounder struck the ship and she sank, the crew firing their only musket as she went down. She was afterwards raised, and sailed for some years longer.

#### CAPTURE OF YORK.

This was the final contest on the lakes in 1812. Winter set in and hostilities were for the time suspended. But in the following May, Chauncey, who has just been referred to, appeared before York in command of a hostile fleet of 14 vessels. He was opposed on the lake only by the British vessel the *Duke of Gloucester*, which was at once captured. A schooner which belonged to Joseph Kendrick, called the *Hunter*, was also encountered and destroyed by the Americans. The *Prince Regent* had sailed from York for Kingston on April 24th previously, and so in all human probability escaped capture. The frames of two ships were on the stocks at the time York capitulated. They were destroyed by the order of General Sheaffe, who was in command of the garrison. Captain Sanders, who had previously commanded the schooner *Bella Gore*, was killed in action at the same time.

Less than a month after the events just chronicled had taken place at York, the



naval commander-in-chief upon the lakes, Sir James L. Yeo, having been re-inforced by 500 English seamen, acting under instructions from Sir George Prevost, determined to make a descent from Kingston upon Sackett's Harbor and destroy the naval stores there as well as any vessels in course of construction. On May 27th the British fleet of six vessels, mounting altogether more than one hundred guns, together with a number of batteaux, carrying nearly one thousand troops and commanded by Sir George Prevost in person, sailed from Kingston for Sackett's Harbor, where it arrived about mid-day on the 28th. Sir George, after making a reconnaissance, considered the place too strong to be captured by the force under his command and ordered Sir James Yeo to make sail for Kingston. Forty Indians had accompanied the fleet from Kingston, and they, not knowing why the troops had not landed nor why the ships did not open fire upon the harbor, rowed direct for the shore, with the intention of attacking the Americans. Their appearance so terrified a troop of dismounted cavalymen who were on shore that the latter raised a white flag in token of surrender. They were at once conveyed to the Canadian ships as prisoners of war. Sir George Prevost, as soon as he learned of this incident, concluded that the Americans were less formidable than he supposed, and countermanded the order given for the fleet to return to Kingston. The troops landed and attacked the place, but they were unsupported by the fleet, and the attack failed. The ships engaged in this enterprise were a new one, the Wolfe, of 24 guns, just completed, besides the Royal George and the Earl of Moira, and the schooners Prince Regent, Simcoe and Seneca. The Governor-General Sir George Prevost, was with Yeo on his flagship the Wolfe. The loss of life on both sides was very heavy, the British having no less than 48 killed and more than 200 wounded. A few days later than this, on June 6th, Sir James Yeo succeeded in capturing at Stoney Creek seventeen batteaux loaded with supplies for the Americans. On August 8th, Sir James Yeo with six ships appeared off Niagara in the hope of engaging Chauncey, commanding the American fleet there stationed, consisting of fourteen vessels. One single broadside was fired by Chauncey, and he then retired under cover of the guns on shore. The whole of the following day each commander manoeuvred to gain the advantage, and on the morning of the 10th Yeo, considering the odds were in his favor, bore down upon Chauncey, intending to attack him. But

the latter declined the battle and retired to Niagara. Two schooners, though, belonging to the fleet, namely the Julia and the Growler, were captured by the British. During this engagement no lives were lost by the British and it is believed but few if any by the Americans.

#### ERIE'S FAMOUS BATTLE.

On September 10th, 1813, took place the memorable battle on Lake Erie between the American and British squadrons. The former was under the command of Commodore Perry, U.S.N., the latter under that of Commander Barclay, R.N. Barclay's force consisted of the Detroit, flagship, of 19 guns—she was a new vessel and had only just been put upon the lake; the Chippewa, carrying two swivel guns and one long 18-pounder on a pivot; the brig Hunter, of 10 guns; the Queen Charlotte, 17—she was under command of Captain Finnis; the Lady Prevost, 13, and the Little Belt, of three guns. The United States fleet comprised nine vessels, namely Perry's ship, the Lawrence, of 20 guns; the Scorpion, 2; the Caledonian, 3—this vessel had previously been captured from the Canadians; the Niagara, 20; the Ariel, 4; the Trippe, Tigress, Ohio and Porcupine, of one gun each. The Americans had fewer guns than the Canadians, but they were of heavier calibre. Their ships, too, were well manned by nearly six hundred picked men of the American merchant service. The Canadians on the other hand had only fifty experienced seamen among their six ships, while the rest of the crews were made up of two hundred and forty soldiers and eighty wholly untrained volunteer sailors. The ships did not come to close quarters until about eleven o'clock in the morning, then for more than four hours the battle continued. For some little time during the earlier part of the engagement the advantage was wholly with the Canadians. The guns from Barclay's ship had not only silenced those of the Lawrence but also disabled her. Of her crew of one hundred and three men no less than twenty-two had been killed and sixty-one wounded. Perry, perceiving his ship was useless, determined to abandon her. Wrapping his commodore's flag around him, he, in an open boat, made for the Niagara which he reached safely and was received on deck by her astounded commander, Captain Elliott. The latter, acting upon orders from Perry, put off from his ship in a small boat to bring the other American vessels into action. About this time the wind changed, then was seen how lamentably deficient Barclay was in efficient seamen. His vessels from that cause soon be-



came unmanageable. The Detroit and Queen Charlotte were entangled and the Lady Prevost was wholly disabled. Barclay commanding the Detroit was seriously wounded. Finnis, the captain of the Charlotte, was killed, and all the other officers and three-fourths of the men were killed or wounded. It was not possible for Barclay to continue the fight with any hope of success, and at three o'clock in the afternoon his flag was lowered on the Detroit and the whole fleet capitulated. In this terrible encounter the Americans lost twenty-seven killed, and ninety-six wounded; the Canadians forty-one killed and ninety-four wounded. The value of the ships taken by the Americans was \$225,000, an enormous sum for those days, but a mere trifle as compared with the cost of one single iron clad cruiser in these. Barclay was paroled at first, then exchanged. Immediately this was effected he, by the rules of the service, was tried by court martial for the loss of the ships, the result being that he was fully and honourably acquitted of all blame.

#### CHAUNCEY AGAIN DEFEATED.

During the later days of September an engagement took place near Burlington Bay between Chauncey and Yeo. The former had five vessels under his command, the latter two, namely the Wolfe and the Royal George. This ended to the entire discomfiture of the Americans and they again retired to Niagara. On October 5th Chauncey, having sailed from Niagara eastward, succeeded in capturing off the Ducks, the British transports *Confiance*, *Hamilton*, *Mary* and *Lady Gore*, besides the *Drummond* cutter. But it must be noted that the *Confiance* and *Hamilton* were the *Growler* and *Julia*, which had on August 10th, been taken by the British from the Americans, and their names changed by their captors. During the rest of this year Sir James Yeo remained inactive at Kingston.

During the winter of 1813 and early spring of 1814 the British, at Kingston and the Americans at Sackett's Harbor had been unceasing in their preparations to secure the command of the lake. This object was deemed of such paramount importance by both Governments that while the English withdrew both officers and men from service on the ocean for duty on the lakes the Americans not only did likewise but added twenty-five per cent to the pay of those so employed. On May 4th, 1814 Sir James Yeo, with a fleet of eight vessels, sailed from Kingston with the intention of making an attack upon Oswego. Chauncey, the American naval commander, was with his fleet at Sackett's Harbor, but, though he

was aware of Yeo's designs upon Oswego, he did not attempt to intercept and attack him. Arrived before Oswego the attacking force landed, and after a gallant resistance on the part of its defenders, succeeded in wholly subduing it. All the stores and munitions of war in the fort were taken, and it and the barracks destroyed. The naval stores had been removed to Onondago Falls, several miles above Oswego, and thus escaped capture, though Yeo, on May 29th, made an attempt to become possessed of them, which was unsuccessful. The British vessels engaged in this enterprise were the *Star*, *Cherwell*, *Magnet*, *Charlotte*, *Prince Regent*, *Montreal* and several gunboats. The loss of life was very severe on both sides. The British had nineteen killed and seventy-five wounded and the Americans had six killed and sixty-three wounded and missing. Among the English officers who were wounded were Captains Mulcaster and Popham of the *Charlotte* and *Montreal* respectively.

In June the fort at Sodus Bay was captured by the fleet under command of Sir James Lucas Yeo, and a large quantity of stores of various kinds came into the hands of the captors. The loss of life on both sides on this occasion was very small.

#### NAVAL COURT-MARTIAL.

Arising out of the attack upon Oswego, there is reported in the *Kingston Gazette*, of Nov. 7th, 1815, the proceedings of a naval court martial, held August 14th, 1815, in Portsmouth, England, for the trial of Captain Popham, of the *Montreal*, on the following charge:—

"For having, contrary to a verbal order of Commodore Sir James Lucas Yeo, attacked a flotilla of American boats in a creek on the Lake, which were proceeding from Oswego to Sackett's Harbor, with stores of every description for the equipment of a large ship that was building in the latter harbour."

The court decided that as he had been reinforced after the Commodore's order Capt. Popham was justified in making the attack he did and acquitted him. They at the same time severely animadverted upon the relations that apparently existed between Sir James Yeo and his subordinate, Captain Popham.

On August 12th, 1814, Captain Dobbs, of the Royal Navy, captured two American gunboats, the *Ohio* and the *Somers*, off Fort Erie. There was a third gunboat in company with these two, the *Porcupine*, but she made her escape. This feat was achieved by Captain Dodds, with but seventy-five men in open boats. The prizes were conveyed to Chippawa.

About the same time as the events above

alluded to, the Americans made an unsuccessful attempt to repossess themselves of Michillimackinac. Their fleet consisted of five vessels, namely Niagara, Caledonia, St. Lawrence, Scorpion and Tigress. These ships had returned to Detroit about the end of August. At the close of September Sir James Yeo had completed and launched his famous ship of 100 guns, the St. Lawrence, but there was no real need for her now, as the war was virtually if not actually over. Sir James Yeo was now master of the lake, for in addition to the St. Lawrence he had under his command four ships, two brigs, and a schooner.

In St. Mark's church, Niagara, on its eastern wall is a tablet to the memory of :

CAPTAIN COPELSTON RADCLIFFE, R. N.,  
who fell whilst gallantly boarding  
one of the enemy's schooners at  
anchor off Fort Erie on the night of  
the 12th August, 1814.

He was a native of Devonshire.

This stone is erected at the request  
of his brother and sisters by  
their nephew,

W. P. Radcliffe, H. M. XX Regiment.

This was one more of the many useful lives lost gallantly in the prosecution of a worse than useless war.

No further encounters took place between the two fleets; peace was shortly afterwards concluded and with peace in the country, this portion of the history of the lake vessels terminates.

## CHAPTER CXXL.

### A New Era—Peace Reigns in the Land— Mercantile Enterprise Revives—1815 to 1819.

As soon as hostilities between Great Britain and the United States had ceased, many claims were made by non-combatants on both sides for compensation for losses or injuries inflicted upon them owing to the war.

One of these made upon the British by an American firm of produce brokers and addressed to Sir James L. Yeo brought from that gallant admiral the following reply :—  
H. M. S. ST. LAWRENCE,

KINGSTON, 6th March, 1815.

GENTLEMEN,—I have received your letter of the 25th of February, stating that in the spring of 1813 you had 200 barrels of flour in the store of Nathaniel Merrill, at Sodus Bay, on Lake Ontario, for the purpose of transporting the same to the village of Ogdensburg, for the use of the inhabitants of that vicinity, but when Sodus Bay was captured in the month of June last by the fleet under my command, the said 200 barrels were taken on board, and requesting I would cause you to be compensated for the loss you have thus sustained.

In return to which I beg leave to observe, that from the respectable channel through

which it was forwarded to me, I have no doubt your statement may be correct.

I regret it does not come within my power to comply with your request, from the length of time which has elapsed and the sale and distribution of the property.

I have, therefore, only to recommend you, gentlemen, to lay the case before such Commissioner or Board as may hereafter be appointed by our respective Governments to investigate similar claims.

I am, gentlemen,

Your most obedient humble servant.

JAMES LUCAS YEO.

The writer of this letter appears to be almost as proficient in concealing his exact meaning and being strictly non-committal in what he does say as a certain astute statesman who is sometimes known as "an old Parliamentary hand."

Peace having been concluded between the United States and Great Britain, and Canadians, having no longer invasion by a foreign power to fear, nor the necessity of taking up arms in defence of their homes forced upon them, naturally turned their thoughts in 1815 to improving the means of internal communication, both by land and water, throughout the country. A steamboat had, as has already been seen, appeared upon the St. Lawrence in 1809, but the calamitous troubles of 1812 and the next few years put an end for a time to commercial enterprise of every description, excepting such as was connected with ship building for warlike purposes and the supply of food, clothing and other necessities for the troops. In the autumn of 1815 the construction of the first steamboat in Upper Canada was commenced (the Accommodation, though sailing on the St. Lawrence six years previously, being of American build). Of this steamer, afterwards called the Frontenac, much more will be said presently. The passenger traffic on the lakes in this year was carried on much as before the war. Running between York and Niagara were two schooners named the Dove and Reindeer, the latter under command of Capt. Myers. There also ran from Kingston to Sackett's Harbor a fast sailing schooner called the Kingston Packet. Her captain was James Chapman, and the fare each way was two dollars.

### NEW WAR VESSELS.

The following notice appeared in the London (England), *Gazette* of August 21st, 1815 :—

"In order to secure to us the possession of Canada in case of a rupture with the United States, the Government has given orders to build upon the lakes new vessels and gunboats suitable for the navigation of those waters. Everything necessary for the arming and equipment of those vessels is preparing in England."



Towards the close of this year, on September 25th, Lieutenant-Governor Gore returned to York after his four years' absence in England. The gun-boat Montreal, then lying in the harbor, fired a salute in his honor. Still later can be found in the *Kingston Gazette*, of November 25th, the following paragraph:—

"We learn with pleasure that a steam-boat is about being built in this place to ply between Kingston and Prescott. The shares, we understand, are already taken up, and the work is to be commenced immediately." The *Gazette* then proceeds to quote from the *Montreal Gazette* of November 13th, previously, some of the advantages, these being principally the extension of trade, likely to arise to the provinces of Upper and Lower Canada as the result of this undertaking. In November, 1815, the *Montreal Gazette* notices the launch there of what is described as that "elegant steamboat, the *Car of Commerce*, in the presence of an immense crowd of spectators." She was intended for the waters of the Lower St. Lawrence, between Montreal and Quebec.

Early in the year 1816, on April 6, the following information is given in the columns of the *Kingston Gazette*:—

"The House of Representatives at New York has rejected a bill for incorporating a steamboat company for Lake Ontario. Yeas 49, nays 75."

On the opening of navigation in May, 1816, the schooner *Perseverance* began plying as a passenger packet, under the command of Captain J. G. Parker, between Kingston and Sackett's Harbor, probably in opposition to Chapman's vessel, the *Kingston Packet*.

#### THE FIRST STEAMBOAT.

The fact has already been referred to that in the previous October a steamboat, the first built in Upper Canada, had been commenced near Kingston. The following account of the circumstances attending her construction is taken from "The Settlement of Upper Canada," the bay referred to is that of Quinte:—

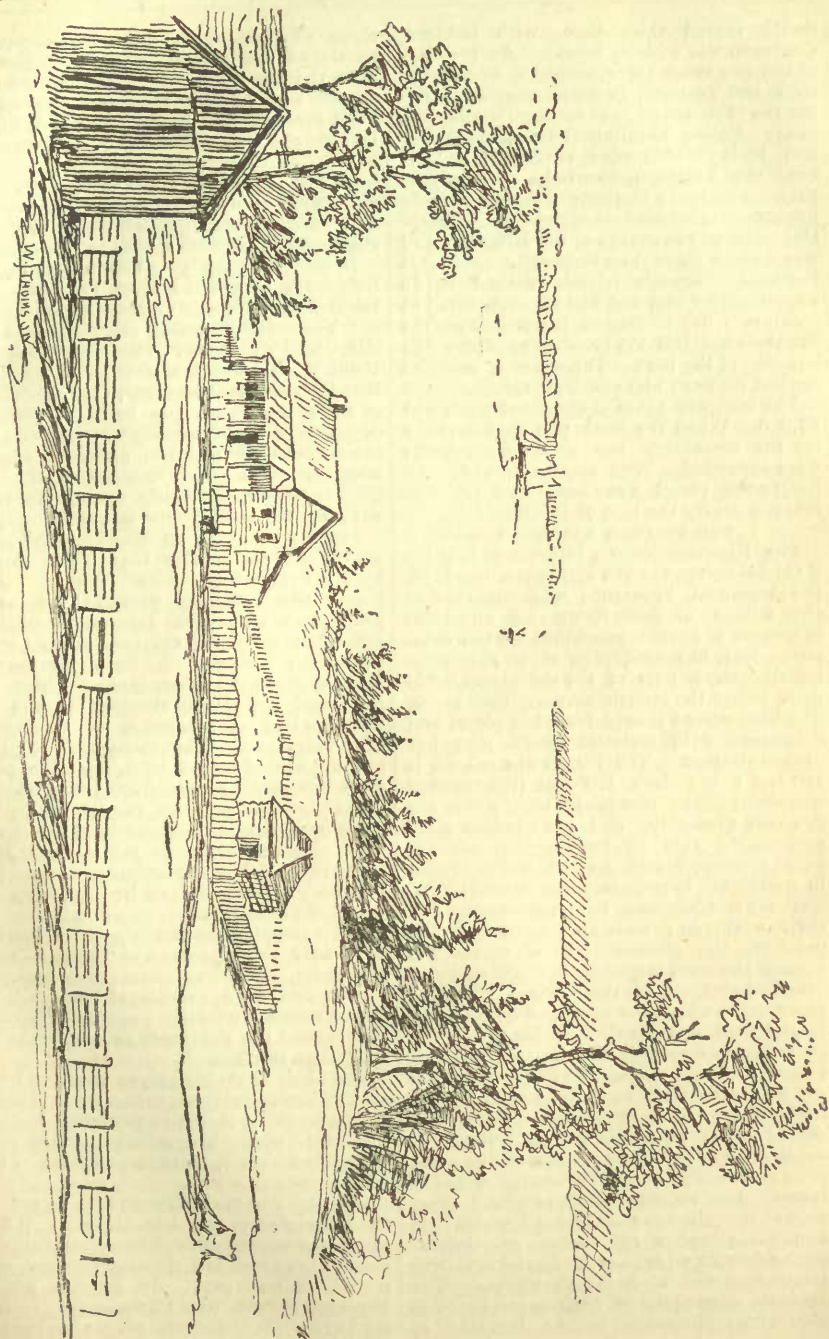
The first steamboat on Lake Ontario, the *Frontenac*, was built upon the shores of the bay, at Finkle's Point, Ernestown, eighteen miles from Kingston, and within the corporation of Bath. She was commenced in October, 1815, and launched the following season. The three years of war had caused many changes in Upper Canada. On the whole it may be said that the war materially benefitted the province.

After peace things did not relapse into their former state. A spirit of enterprise was abroad, especially in the mercantile

community. The leading men of Kingston conceived the idea of forming a company to build a steamboat to ply on Lake Ontario and the navigable waters of the St. Lawrence. A company was consequently formed composed of individuals belonging to Kingston, Niagara, Queenston, York and Prescott. The shareholders of Kingston were Joseph Forsyth, Yeomans, Marsh, Lawrence, Herkimer, John Kirby, Capt. Murney, William Mitchell, and, in fact, all of the principal men except the Cartwright family. Advertisements were issued for tenders to construct the boat. The advertisement was responded to by two parties, a Scotchman by the name of Bruce, from Montreal, and Henry Teabout, from Sackett's Harbor. Bruce was several days at Kingston before the other person arrived, and he supposed he would get the contract. Mr. Finkle says Teabout came with a letter from Hooker and Crane to Johns and Finkle, informing them who Teabout was, and asking them to favor him with their influence in procuring the contract. The letter was shown to Mr. Kirby, of Kingston, who was one of the committee of the company. Mr. Kirby assured Finkle and Johns that, notwithstanding the prejudice which existed on account of the war, the tender of Teabout should receive every justice. No other tender being made, the committee met and decided by a small majority to accept Teabout's. All those who voted for Bruce "were either Scotch or of Scottish descent." Teabout having received the contract, at once, with Finkle, set about to find a place to build. After two days' examination of the coast he selected Finkle's Point, in consequence of the gravelly nature of the shore, as thereby would be obviated the delay which frequently followed rains, where soils would not quickly dry. The next consideration was to advance £5,000 to go to New York to procure a ship carpenter and other necessities to commence operations. "Accordingly we (Johns and Finkle) became security, with the understanding that so soon as the boat should be so far advanced as to be considered worth the security, our bond will be returned. So satisfactorily did the work progress that the bond was shortly handed to us by the Treasurer, who was William Mitchell. Here I will digress a short time. During the war of 1812 David Eckford, the master ship-builder of New York, was sent to Sackett's Harbor to take charge of the shipbuilding at that place and brought with him his carpenters. Among them were three young men, Henry Teabout, James Chapman and William Smith. The last was born on Staten Island, the other two in New York. Teabout and



PINKEL'S POINT.



Smith served their time with Eckford. Chapman was a block turner. At the close of the war these three formed a co-partnership, and Teabout, in contracting for building the Frontenac, was acting for the company. Before building the steamboat they had built for themselves at Sackett's Harbor, the Kingston, the only craft plying between Sackett's Harbor and Kingston, and a fine schooner for the lake called the Woolsley. Chapman was in charge of the Kingston and was doing a more than ordinarily profitable business. Bruce's friends wished to do something for him and had him appointed at a guinea a day to inspect the timber of the Frontenac. His study was to delay the building of the boat. There was a constant contest between him and Teabout."

The contract price of the wood work was £7,000. When the boat was almost ready for the machinery the contractor's funds were expended. The engine cost £7,000. Before the vessel was completed the cost reached nearly the sum of £20,000.

#### THE STEAMER LAUNCHED.

The *Kingston Gazette* informs us that:—"On Saturday, the 7th of September, 1816, the steamboat Frontenac was launched at the village of Ernestown. A numerous concourse of people assembled on the occasion. But, in consequence of an approaching shower, a part of the spectators withdrew before the launch actually took place. The boat moved slowly from her place, and descended with majestic sweep into her proper element. The length of her keel is 150 feet; her deck 170 feet (the tonnage was about 700). Her proportions strike the eye very agreeably, and good judges have pronounced this to be the best piece of naval architecture of the kind yet produced in America. It reflects honor upon Messrs. Teabout & Chapman, the contractors, and their workmen; and also upon the proprietors, the greater part of whom are among the most respectable merchants and other inhabitants of the County of Frontenac, from which the name is derived. The machinery for this valuable boat was imported from England, and is said to be of an excellent structure. It is expected that she will be finished and ready for use in a few weeks. Steam navigation having succeeded to admiration in various rivers, the application of it to the waters of the lakes is an interesting experiment. Every friend to public improvement must wish it all the success which is due to a spirit of useful enterprise." The *Gazette* adds:—"A steamboat was lately launched at Sackett's Harbor. The opposite sides of the lake, which not long ago vied with each other in the building of

ships of war, seem now to be equally emulous of commercial superiority." Gourley says the boat at Sackett's Harbor was on a smaller scale and less expensive. "She the Frontenac, was estimated to cost £14,000; before she commenced her journeys, her cost exceeded £20,000." "The deck was 170 feet long and thirty-two feet wide, draws only eight feet when loaded. Two paddle-wheels with about 40 feet circumference; answers slowly to the helm."

In the following year this interesting information is gleaned from the columns of the *Kingston Gazette* of May 24th:—

"Yesterday afternoon the steamboat left Mr. Kirby's wharf for the dock at Point Frederick. We are sorry to hear that through some accident, the machinery of one of the wheels has been considerably damaged, notwithstanding which, however, she moved with majestic grandeur against a strong wind. We understand she has gone to the dock, it being a more convenient place for putting in a suction pipe."

Just a week later, on May 31st, the same paper tells its readers that "The steamboat Frontenac, after having completed the necessary work at the naval yard, left this port yesterday morning for the purpose of taking in wood at the Bay Quinte. A fresh breeze was blowing into the harbor, against which she proceeded swiftly and steadily, to the admiration of a great number of spectators. We congratulate the managers or proprietors of this elegant boat, upon the prospects she affords of facilitating the navigation of Lake Ontario, by furnishing an expeditious and certain mode of conveyance to its various points." "June 7th, 1817. The Frontenac left this port on Thursday, 5th, on her first trip for the head of the lake."

Upon this, her maiden trip, the Frontenac was under the command of Captain James McKenzie, a gallant sailor, who had previously served in the Royal Navy. A. G. Petrie was her purser. Captain McKenzie commanded the Frontenac as long as she remained on the lake.

The route of the Frontenac was from Prescott to York and back once a week. Later on she went further westward than the latter port, but in her earlier days, or very early days rather, there is no record of her having done so.

Captain James McKenzie first served on the lakes during the war of 1812. When peace was concluded he, like so many others, both of the naval and military services, was placed on half pay. An inactive life in England, though, was foreign to his tastes, so, having in the meantime made himself



acquainted with the nature of the steam engine, and seeing that it was the propelling power of the future, he returned to Canada in 1816, and his services were soon made available in constructing the first of her now magnificent fleet of steamers.

#### TONNAGE ON VESSELS.

Returning for a short time to the events of 1816. From the *Kingston Gazette* of June 8th, we extract the following notice:—"Orders of the Lieut.-Governor-in-Council. Toronto, May 22nd, 1816. It is ordered that so much of the Order-in-Council of the 18th of April, 1816, as imposes a tonnage duty on vessels belonging to the subjects of the United States be cancelled, and that the following tonnage duty be imposed in lieu thereof:

"On all vessels above five tons to fifty tons, the tonnage duty to be  $\frac{3}{4}$ d per ton.

"From fifty to one hundred tons, five shillings or one dollar per ton. On all vessels above one hundred tons, 12s and 6d per ton.

"(Signed) JOHN SMALL,  
"Clerk of the Executive Council."

The reason for this order was that previously to its date, a rate of 12s and 6d per ton currency, equal to \$2 50, had been imposed on all vessels, either from Canadian or American ports, entering those of the former. This was a higher rate than obtained on the American side; hence this order which equalized the dues at all places on Lake Ontario. Despite the fact that sailing vessels at this date were being multiplied, and steam navigation of the lakes and rivers an accomplished task, the batteaux still pursued "the noiseless tenor of their way," but at great risk, both to their navigators and passengers, for it is learned from this same paper that on June 5th previously one of them, loaded with sand, proceeding towards Kingston, being struck by a sudden squall sank, and that all on board, four men, perished.

The schooner *Perseverance* resumed her trips this year early in May, under the same conditions as the previous season.

On July 13th the *Gazette* announces the "Launch on Monday last (this would be on July 8th) of the fine ship *Beckwith*, from his Majesty's dockyard, Point Frederick."

Another steam vessel known as the *Malsham* had now been placed on the St. Lawrence, between Montreal and Quebec, for on August 10th is a notification of the fact that she had arrived in the latter port at the same time as the *Car of Commerce* previously referred to.

On November 30th the *Kingston Gazette* refers to the supposed loss of the schooner

*Comet* plying between Kingston and York, in the following terms:—

"It is reported, and we fear too true, that the schooner *Comet*, Captain Warner and owned by Mr. A. G. Goss, of this town, which has sailed as a packet from this port to the head of the lake has been lately wrecked near Burlington Bay and every person on board perished, there being a number of passengers, except three, the captain, a woman and a sailor. We hope soon to have the particulars of this distressing occurrence." A week later, on December 4th, the paper stated that this report "has been contradicted."

Two other vessels are referred to at this time as belonging to Kingston, namely the schooner *Pert*, Captain Sampson, and the *Ann*, Captain Mosier. This latter gentleman's name is frequently to be met with later on.

The winter of 1816 and 1817 seems to have been remarkable for its mildness, for in the beginning of January of the latter year vessels were still passing into and out of the ports of York and Kingston. That very serious attention was at this time being given to the means of communication by water throughout the Province of Canada is shown by the following extract from the speech of the Lieutenant-Governor when opening the Provincial Parliament at York on February 4th, 1817, wherein he says:—"The improvement of the water communication of the River St. Lawrence, below Prescott, is also deserving of your serious consideration."

#### MORE WAR VESSELS.

On April 5th, 1817, a list is given in the *Upper Canada Gazette* of—"The following ships being commissioned upon the lakes of Canada:—Kingston, 56; Commodore, Sir Robert Hall, Burlington, 42; captain, N. Lockyer. Charwell, 50; captain, Montresor, for Lake Ontario. Champlain, 32; Captain Duell, for Lake Champlain. Confiance, 32; captain, D. Pring, for Lake Erie."

Navigation had opened rather early in 1817, for on April 14th vessels were entering not only York but Kingston harbors. The *Mary Ann*, under Captain Mosier, arrived in Kingston from York on that day, "with passengers and baggage," while the *Netley* also left Kingston for Niagara with troops on board.

Among other vessels arriving at and sailing from Canadian ports in this year, and the property of English, if not Canadian, owners, are the *Dolphin* and *Henrietta*, both belonging to Kingston.

On June 20th, 1817, the *Kingston Gazette* announces that the *Frontenac* has com-



pleted her second trip across Lake Ontario and will in future leave the different ports on the following days : Kingston, for York and Queenston, on June 22nd, July 1st, 10th, 19th and 28th and from Queenston on her return trip on June 26th, July 5th, 14th, 23rd, and August 1st ; she also called at Ernesttown, Newcastle and Burlington. The fares were as follows :

	£	S.	D.
Kingston to Ernesttown .....	0	10	0
" New Castle .....	1	15	0
" York and Niagara....	3	0	0
" Burlington.....	3	10	0
" Prescott .....	1	10	0
Prescott to York and Niagara....	4	0	0
" Burlington .....	4	10	0
York to Niagara.....	1	0	0

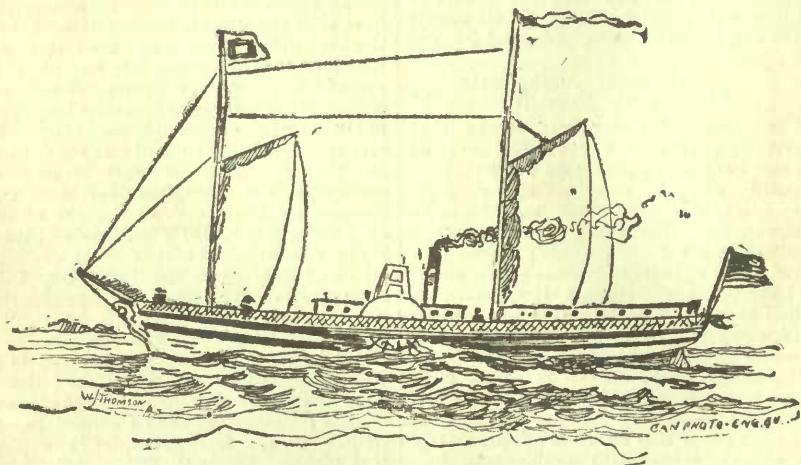
No information is given as to the days on which the Frontenac sailed to and from Kingston and Prescott.

#### ERIE'S FIRST STEAMER.

The first steamboat built to ply on Lake Erie was Walk-in-the-Water, built at Buffalo at the same time the Frontenac was commenced at Kingston, beginning her voyages at almost the same period as the former.

Referring to the Kingaton, the vessel mentioned as having been built by Teabout and Chapman, at Sackett's Harbor. She was meant to run from Lewiston to Ogdensburg, her length was one hundred and her width twenty-four feet, her burthen being about 246 tons. She appears to have been a failure and speedily disappeared.

The arrival at Ernesttown of the machinery for a second steamer has already been referred to. She was named the Queen Charlotte, and was launched April 22nd, 1818, the Frontenac having resumed her trips for the season, navigation having



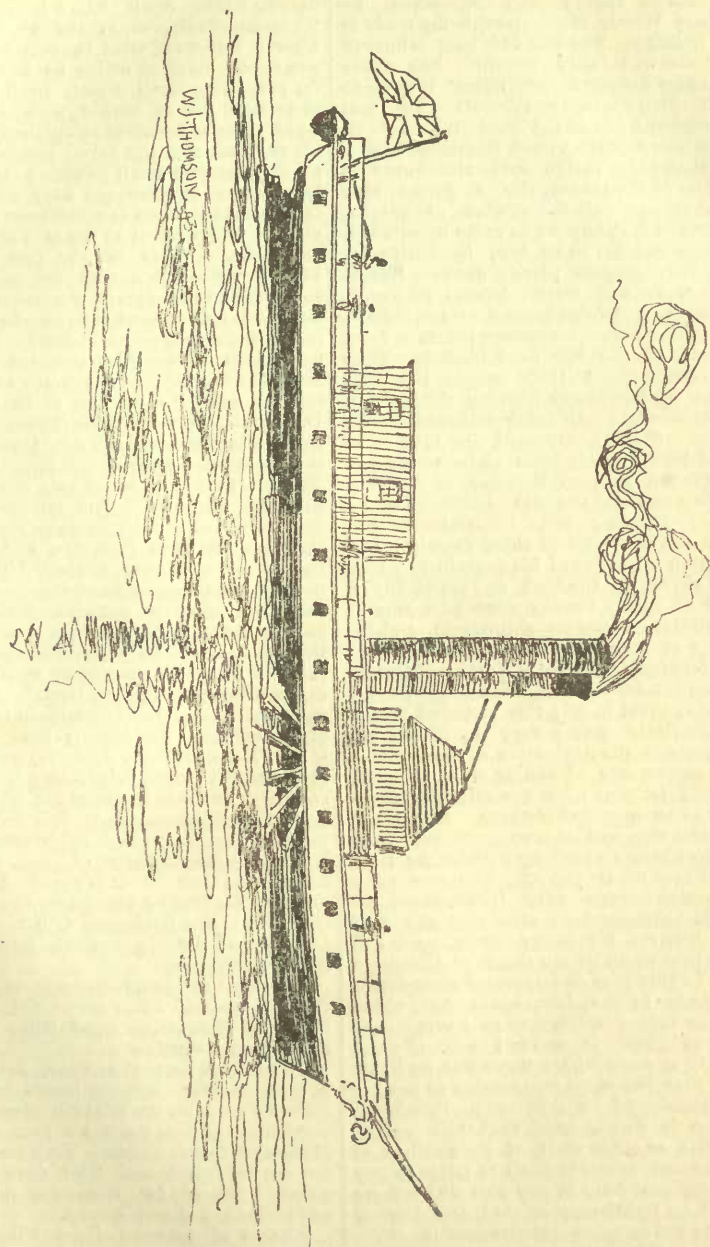
STEAMER WALK-IN-THE-WATER.

Just at the end of this year, on December 16, is noted "the arrival at the port of Ernesttown of the machinery of a new steamboat which is upon the stocks at that village, at the same shipyard where the Frontenac steamboat was built." The Kingston Gazette, from which this extract is taken, goes on to observe that : "The building of the only two steam vessels on the Canadian side of the lake at the same place is a proof that the builders think it a favorable situation for shipbuilding." It proceeds then to impress upon the people of Ernesttown the necessity that exists for them to provide a good wharf for the accommodation of ships sailing from or calling at that port.

re-opened, three days earlier, on April 19th.

The following additional details concerning her are given by Canniff.

"Almost immediately after the Frontenac was launched a second steamboat was commenced. The material which had been collected while building the Frontenac had not all been used, and went far in the construction of the Queen Charlotte, which was destined to be the pioneer steamer upon the Bay Quinte and River St. Lawrence in its upper waters. She was built by shares of £50 each. Johns and Finkle had nine shares. She was built (Gildersleeve, being the principal shipwright), launched, and commenced running in the early part of



STEAMER QUEEN CHARLOTTE.

1818. The engine was furnished by Brothers Wards, of Montreal, being made at their foundry. She was not long launched before she was ready to run. She made trips twice a week from Wilkins' Wharf, at the Carrying Place, to Prescott. She was commanded a few of the first trips by an old veteran captain named Richardson, who lived then near Picton and afterwards to the close of the season, by a young man named Mosier. Of the number of passengers on the first trip we have no knowledge, but suppose them to be few, for Belleville, then the largest place above Kingston, was a mere hamlet — Trent, Hallowell, Adolphustown and Bath were the only stopping places from the head of the bay to Kingston. They were regulated in their course the first summer by frequently heaving the lead, an old man-of-war's man being on board for the purpose. (Collins reported in 1788 that vessels drawing only from eight to ten feet of water can go into the Bay of Quinte). For two seasons she was commanded by Captain Dennis; Mr. Gildersleeve was purser the second and third seasons; and the fourth commenced his captaincy, which lasted as long as the boat was seaworthy, a period of nearly twenty years: he was at the building, a master shipwright, and became a stockholder.

The fare from the head of the Bay of Quinte to Kingston for the first season was £1 5s. currency, equal to \$5; this included meals. The Charlotte was a very acceptable improvement in the navigation of the day. A few of the owners of sailing craft, perhaps, suffered for a time; but the settlers regarded her as an unmixed blessing. During the first years she was so accommodating as to stop anywhere to pick up a passenger from a small boat or let one off. She was not a commercial success until Gildersleeve became her commander; after that she paid well. She ran for many years, and was finally broken up on the shores of Cataraqui Bay. In this year an important amendment was made in the Lighthouse Act, which has been before referred to as having been passed in 1803. It was felt to be a great hardship at ports where there was no lighthouse that the ships frequenting or passing that port should be subject to lighthouse dues, so it was enacted that "No vessel, boat, raft, or other craft of the burthen of ten tons and upwards shall be liable to pay any lighthouse duty at any port where there shall be no lighthouse erected, any law or usage to the contrary notwithstanding."

#### MORE CHANGES STILL.

The Kingston *Gazette*, in its impression of May 12th, contains the following paragraph,

dated York, April 30, relating that:—"Captain Patterson, of the schooner May Flower, last week tried in this harbor the power of a machine which he has invented for propelling small vessels in light winds or to work out of harbor with a contrary wind. The experiment completely answered his expectations, the vessel proceeding with a comparatively small power at the rate of three knots, or miles, per hour, and he feels confident that when the machinery is complete it will perform at the rate of five miles per hour." This is the first reference to the schooner named herein, also to the machine of Captain Patterson's invention. It is also the last, so it may be presumed it was not a very great success. The same paper contains an advertisement from the Assistant Commissary General's office offering for sale "a number of bateaux and Durham boats, with their appurtenances," also a "second-hand cable." On May 8th the Frontenac arrived at Kingston from Niagara, having on board two companies of the 70th regiment. The following week, May 19th, the *Gazette* mentions the fact that the stage between Kingston and Prescott had been discontinued, adding, "This would be more regretted had not the new steamboat Charlotte now commenced running up and down the river, so that travellers on this route may be accommodated with a safe and agreeable passage by water instead of the former carriage by land." A terrible storm swept over Lake Ontario in the middle of this month. The *Gazette* thus refers to it:—"The steamboat Ontario, which was, in the recent storm, driven on a ledge of flat rock near Oswego, has been got off and arrived here this morning." The paper adds that the damage, though not inconsiderable, is less than was anticipated, and concludes its remarks thus:—"It is expected she will be ready for further operations in a week or fortnight at the farthest (*sic*). The Ontario was an American vessel, belonging to Sackett's Harbor.

As soon as navigation opened in 1819 the Frontenac is again mentioned, for the Kingston *Chronicle*, April 30th, contains this advertisement:—

"The steamboat Frontenac, James McKenzie, Master, will in future leave the different ports on the following days:—

"Kingston for York on 1st, 11th and 25th days of each month. York for Queens-  
ton on 3rd, 13th and 23rd days of each month. Niagara for Kingston, 5th, 15th and 25th days of each month.

"Rates of passages from Kingston to York and Niagara £3. From York to Niagara £1; children under three years of age half price, above three and under ten



two-thirds. A book will be kept for entering the names of passengers and the berths which they may choose, at which time the passage money must be paid. Passengers are allowed eighty pounds weight of baggage. Surplus baggage will be paid for at the usual rate. Gentlemen's servants cannot eat or sleep in the cabins. Deck passengers will pay fifteen shillings, and may either bring their own provisions or be furnished by the steward. For each dog brought on board five shillings. All applications for passage to be made to Captain McKenzie on board."

The advertisement then gives particulars as to the charges for freight, concluding:—"For each small parcel, 2s 6d, which must be paid on delivery." The date is "Kingston, April 28, 1819."

#### RATES AND CHARGES.

A few weeks previously to the date of the foregoing advertisement, the following notice was issued by a syndicate who were "running" a line of Durham boats. In it the Frontenac is referred to by name and the Charlotte by inference. It is thus worded:—

"The subscribers, having established a line of Durham boats from this place, propose forwarding from the different ports of the lake to that of Montreal on the following terms, viz.:—

"From York, Niagara, Queenston and the head of the lake, for each barrel of flour delivered at the port of Montreal, 5s 6d.

"From Kingston to the port of Montreal, for each barrel of flour, 4s 6d.

"From York, Niagara, Queenston and the head of the lake, for each barrel of potash delivered at the port of Montreal, 12s 6d.

"From Kingston to the port of Montreal, for each barrel of potash, 10s.

"From York, Niagara, Queenston and the head of the lake, for each barrel of pork delivered at the port of Montreal, 8s 3d.

"From Kingston to the port of Montreal, for each barrel of pork, 6s 9d.

"Merchandise will be transported by the same means from Lachine to Kingston, at the rate of 5s per cwt.

"An elegant passage boat will also leave Kingston every tenth day for Montreal, which will be fitted up in the most commodious manner and prevent any delay to passengers leaving the upper part of the lake in the steamboat Frontenac, it having been built for the purpose of leaving this place immediately after her arrival.

"These arrangements will take effect at

the opening of the navigation, and be continued during the season.

"THOMAS MARKLAND,  
"PETER SMITH,  
"LAWRENCE HERKIMER,  
"JOHN KERBY,  
"WILLIAM MITCHELL

"Kingston, February, 1819."

There were on the lake in the year 1819, besides the sailing vessels already mentioned, the Wood Duck, apparently a small schooner, the Red Rover, (Captain Thew), and the Britannia, the property of Matthew Crooks, of Niagara. She was splendidly modelled, of 120 tons burthen, and was under command of Captain Miller.

In addition to these we find at various times from 1815 to 1819, the Jane, under Robert Hughson, the Willing Maid, John Smith, and the Asp, under George Miller, The May Flower also still plied from York to Niagara and Kingston.

A new steamer, known as the Dalhousie, was commenced in 1819, which will be described fully in the next chapter.

#### CHAPTER CCXLI.

**A Progressive Enterprise—The March of Improvement—More Steamers and More Trade—1819 to 1837.**

In the preceding chapter a very brief reference was made to the Dalhousie as being a new addition to the fleet of steamers on the lake. She was built at Prescott, ran from that port to Kingston, and was a large steamer of 350 tons burthen.

There was a very well known schooner on the lakes about 1820 called the John Watkins; she was afterwards commanded by Captain Thew. This gentleman once found himself in an awkward position in consequence of flying from his masthead an ensign which vessels of the Royal Navy alone have the right to carry. She, to his great amazement, when lying off Kingston, was boarded by an officer and detachment of marines from an English man-of-war adjacent, and his colours confiscated. They were, however, soon afterwards restored to him upon his representing to the Admiralty that they had been displayed inadvertently. As a matter of fact the flags had been a present to Captain Thew from Mr. Thomas Dennie Harris, of Toronto. This gentleman was the well-known merchant of King street west. His place of business was situated at the warehouse known as No. 124. He retired from business some years later, and at his death was harbor master of the city.

The Lady Sarah Maitland was another of the lake schooners, Sinclair was her captain. Like others of those who commanded sailing craft he afterwards had charge of a steamer.

This schooner received her name in compliment to the wife of Sir Peregrine Maitland, Lieutenant-Governor of Upper Canada for nearly ten years. Lady Sarah was a daughter of the Duke of Richmond and was one of the "fair women" who were at the celebrated ball given in Brussels by the Duchess of Richmond on the eve of Waterloo.

Early in 1820 a schooner known as The Brothers, built for a joint stock company, of which Mr. Oates was one of the principal shareholders, was launched at York. No such event had taken place for a number of years previously. There was another small vessel called the Caledonia. She ran between York and Prescott, or crawled rather, as it took her no less than six days on one occasion, and that in September, to accomplish the distance from Prescott to York.

#### A WONDERFUL VESSEL!

On July 1820 there was launched at York a sloop called the Richmond, of 100 tons burthen. She sailed from York to Niagara under the command of Edward Oates, who was a large shareholder in her. We learn from an advertisement in the *Observer*, dated July 17, 1820, that: "The Richmond has excellent accommodations (sic) for ladies, gentlemen and other passengers, and nothing will be omitted to make her one of the completest and safest passage vessels of the class in America, being manned with experienced mariners." This very modest announcement is signed by Edward Oates and is issued from York. Captain Oates' trumpeter had evidently been dead for a very considerable period.

Two years afterwards Captain Oates is again to the fore, for he advertises the sailing arrangements for that summer. Not only does he "respectfully inform his friends and the public that his packet shall leave York and Niagara" on certain days specified, but he also adds this emphatic assurance that "passengers may depend on a passage on those days." He concludes thus loftily: "The superiority of sailing and accommodation for ladies and gentlemen are too well known to the public to make any comment upon." This advertisement bore date York, June 1st, 1822. As an amusing specimen of "putting on frills" in the advertising line, it has few equals. There are still some old people remaining with us (1893) who as children were passengers on this incomparable packet. The lapse of more than sixty years has failed to obliterate the wretched memory of some, at least, of her voyages from York to Niagara. This schooner came to a disastrous end, being wrecked near Brighton, on Presqu'Isle Bay, in 1826.

#### SOME NOTABLE STEAMERS.

In 1824 another steamer of no less than 350 tons was built at Queenston, and was called by that name when she was launched in 1825. She was owned by the Hon. Robert Hamilton, and at first commanded by Captain Whitney. The Queenston ran from Prescott via York to Niagara, and was in constant demand by the Government as a trooper. This boat will be mentioned frequently as the history proceeds.

In the spring of 1825, just prior to the launch of the Queenston, there was an ice jam in the Niagara river, causing the river to rise. Owing to the great pressure of the ice against her it was found desirable to keep blocking the vessel up and extend her ways. Owing to this she was forced some distance up the gully or ravine beyond the place upon which her keel had been laid.

A small steamer known as the Caroline, of only 75 tons burthen, was built at Kingston in 1825. Her route was from the head of Bay of Quinte to Prescott.

On June 3, 1826, the *Loyalist* publishes this announcement:

"The new steamboat Canada was towed into port this week by the Toronto from the mouth of the River Rouge where she was built during the last winter. She will shortly be fitted up for her intended route, which we understand will be from York and Niagara round the head of the lake and will add another to the increasing facilities of conveyance in Upper Canada. Six steamers," the *Loyalist* adds, "now navigate the St. Lawrence and Lake Ontario in this province besides the Canada and a boat nearly ready for launching in Brockville."

In this year, as in its predecessors, the Frontenac was steadily employed. On June 9th she arrived in York harbor having on board for duty at the garrison the headquarters division of the 70th Regiment, and as that corps disembarked she received a detachment of the 76th Regiment en route to Quebec. The same paper refers to the arrival at York on the preceding Tuesday of the steamer Queenston.

An American vessel known as the Martha Ogden was also plying this year between York and Niagara. She was the property of a United States firm of merchants.

#### THE FIRST "CITY."

The steamer Toronto was commenced at York late in the year 1824 or early in 1825. She was built at the foot of Church street, on the bay, and was of peculiar build, being constructed of half inch planks and the same shape at both ends. She is described by Dr. Scadding as being "A shell of successive layers of rather thin boards placed alternately lengthwise and

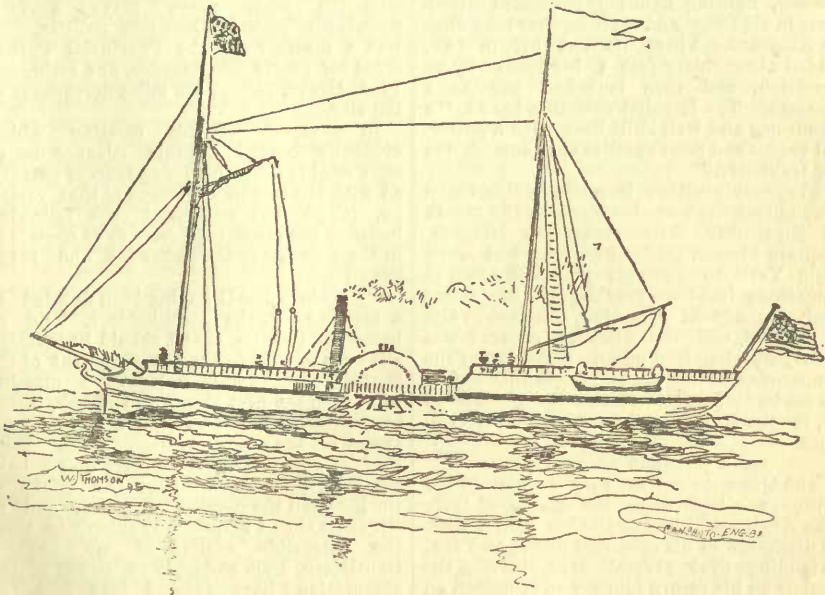


atawart, with coatings between of stout brown paper, pitched." She ran between Kingston and Prescott a short time, afterwards to Toronto. She proved a failure, and after a few seasons disappeared. She was commanded by an American captain named Shaw, and afterwards by Capt McIntosh.

Of the steamboat Canada, which has just been referred to as being in tow of the Toronto, the *Loyalist*, in its impression of August 12th, 1826, says (and as evidencing the strides that were being made in the means of communication on the lakes, the following passage is quoted in extenso):—

"The new steamboat Canada, Captain

means of conveyance with those ten years ago. At that time only a few schooners navigated the lake, and this passage was attended with many delays and much inconvenience. Now there are five steam boats all affording excellent accommodation and the means of expeditious travelling. The routes of each are so arranged that almost every day of the week the traveller may find opportunities of being conveyed from one extremity of the lake to the other in a few hours." The paper then gives a list of the steamers running at that time and their routes. They were "The Niagara and Queenston from Prescott, the Frontenac



THE STEAMER MARTHA OGDEN.

Richardson, made her first trip to Niagara on Monday last, and went out of the harbor in fine style. Her appearance reflects much credit on her builder, Mr. Joseph Dennis, and the machinery manufactured by Messrs. Wards, of Montreal is a specimen of superior workmanship.

"The combined excellence of the model and machinery of this boat are such as will render her what is usually termed a 'fast boat.' The trip to Niagara was performed in four hours and some minutes. Her present route we observe is advertised from York to Niagara and the head of the lake.

"On noticing this first trip of another steam boat we cannot help contrasting the present

from Kingston once a week, with the Canada and Martha Ogden, between York, Niagara and the head of the lake every day. Affording," remarks the *Loyalist*, most complacently, "facilities of communication which the most sanguine could scarcely have anticipated at the period we speak of." After a passing reference to a steamer called the Cornwall, running on Lake St. Louis, and to the Charlotte, Toronto and Dalhousie, the article concludes thus eloquently:

"These are some of the evidences of improvement among us during the past few years, which require no comment. They speak for themselves, and it must be pretty



evident from such facts as these that those who cannot or will not see the progress we are making must be wilfully blind."

The Niagara mentioned in the preceding paragraphs had been built at Prescott, and was under the command of Captain Mosier, who is mentioned previously as in command of a schooner between Kingston and Sackett's Harbor. The Niagara had rather a curious history. She was originally a sailing vessel, owned and commanded by Captain Mosier, and called the Union, of Wellington Grove. Owing either to her being faultily built, or from some unknown cause, she suddenly capsized in the River St. Lawrence, near Prescott. Captain Mosier, nothing daunted, succeeded after a time in righting and getting her into dock at Kingston. There he cut her in two, added about thirty feet to her length by an insertion, and then launched her as a steamer. The *Loyalist* describes her as "a handsome and well built boat with a powerful engine and most excellent accommodation for travellers."

Frequent mention is made of this vessel throughout the season. Early in the month of September "the steamboat Niagara, Captain Mosier, made her trip last week from York to Prescott and back again in something less than four days." She called each journey at Kingston, Gananoque and Brockville, and the distance covered was nearly five hundred miles. Considering the numerous and lengthy stoppages that had to be made, this must certainly be considered as, for the period, a very creditable performance.

#### SOME NOTABLE TRAVELLERS.

The Queenston was very regular in her journeys all through the season of 1826. The Anglican Bishop of Quebec paid a visit, in discharge of his episcopal duties, to York, extending over several days, leaving the harbor on his return journey to Kingston on September 12th by the Queenston. When that steamer returned to York a few days later she had as passengers, on their way to Niagara, several officers of the Royal Navy, among them being Admiral Lake, of H. M. ship Jupiter, and Captain Stewart, of the Menai.

In the *Loyalist* of Nov. 11, 1826, a serious accident to the Niagara is reported. She, it appears, struck on a reef of rocks off Poplar Point, about 50 miles from Kingston. The passengers were taken off by the Queenston, and, owing to the indefatigable exertions of Captain Mosier, the greater portion of her cargo was saved and forwarded to York.

The same issue of the *Loyalist* contains an advertisement asking for tenders "for

supplying the Royal Naval Establishment at Penetanguishene with fresh beef." It is dated York, November 1st, 1826, and signed J. J. Billings, Deputy Assistant Commissary-General. In the following week a notice appears calling a meeting of the stockholders of the steamer Canada to "be held at York, on board of the boat, on Monday, 4th December, at 12 o'clock." This was signed "By order of the Committee of Management. J. W. Gamble treasurer."

Mr. Gamble's name does not again come up prominently in connection with the history of Canada and her Marine. It may be observed that he was the same gentleman who in after years played a very prominent part in Canadian politics. He was a member of the Provincial Parliament for nearly two decades, and resided at Pine Grove, about ten miles north-west of the city.

In prospect of this meeting which evidently caused Captain Richardson to have doubts about his being further entrusted with the sole management of that vessel, he, (Capt. R.) addressed the following letter to the stockholders. It is contained in the *Loyalist* of December 9th, and reads thus :—

"Gentlemen,—It having been decided at a meeting of the stockholders, held on board the Canada, that I should be invested with the sole charge and management of the boat the ensuing year, unless at a meeting to be held the first Monday in March, other arrangements take place, I seize this opportunity on the eve of my departure for England, to assure the stockholders that I have made every arrangement for the safety of the boat and the necessary repairs, and at the same time I respectfully submit to them the ostensible motive of my voyage. Gentlemen, I am so deeply embarked in the speculation I have entered into that the prospect of the stock depreciating, and of the boat's services and my own labors being rendered abortive in so lucrative a ferry as that betwixt York and Niagara, mainly by a plurality of the management, fills me with dismay. And, as I trust I am entitled to the confidence of the stockholders generally placed in my abilities, and am convinced that unless the power of management be invested in one person to act with all his energies in the scene of profit, to seize the advantages of market in the economy of the outlay with the discretion of a sole owner, loss and ruin to myself must ensue. With this view of the subject I embark for England to endeavor to raise funds and relieve those gentlemen who are averse to my management, and to take up the remainder of

the stock, that they who so kindly confided in my assurances of individual profits, and placed implicit reliance in my integrity and abilities, may not be disappointed in their fair expectations. Confident that I possess the hearty wishes of success from many valuable patrons, in taking leave, I am happy to subscribe myself, gentlemen, your most obedient humble servant, Hugh Richardson, York, Dec. 6, 1826."

The following paragraphs appeared in the *Loyalist* on December 16th, 1826.

"Light House—The want of a light house at the eastern extremity of the lake has often been complained of. The subject may probably present itself to the attention of Parliament."

"Burlington Canal—We are happy to learn that the schooner General Brock, with a cargo of merchandise passed through the canal on Saturday last. This fact will remove whatever doubts may have remained as to the success of this work."

This is the first time we find the General Brock mentioned. She had been built we believe in York, and was used almost wholly as a merchant vessel.

#### THE CANADA'S SHAREHOLDERS.

Respecting the steamship Canada, Captain Richardson made his trip to England and returned to York early in March, 1827. The meeting of the Canada's stockholders held on the previous 4th of December had been adjourned until April 2nd, 1827, and in anticipation of the proceeding then to be held, Captain Richardson again writes

"To the shareholders in the Canada Steamboat."

"Gentlemen, it must be fresh in the memory of you all that I am the original projector of the Canada; that my abilities, in whatever light they may be received, were wholly employed in planning, constructing and fitting her out. Facts have already proved that I led no one astray by false theories in her construction; and her engine is upon the model of the very best now generally in use in England. I have been all along by far the largest shareholder, and nearly the whole of the shares were taken up by gentlemen upon my personal solicitations, in doing which I did not fear, in the strongest language I was master of, to pledge the success of the undertaking, not only on the prospect of the lucrative ferry, but also upon the faith of my own personal exertions. Then do I infer too much by saying that a friendly disposition towards me, a confidence in my abilities and my integrity (with very few exceptions), was the basis upon which I met with such general patronage? However, after a certain period it was no longer possible to raise

sufficient stock to complete the vessel; the expedient of borrowing was resorted to, and a debt of £1,200 contracted with the bank.

"Upon this the boat commenced her operations, and ran from the 7th of August, a period of 98 days; during which time, gentlemen, I look upon it as a matter of congratulation that at the very first starting, having an American boat to oppose her, the proceeds of the Canada not only paid her current expenses but also a sum of upwards of £200 in extraordinary outfit, including £40 insurance on money borrowed, also the interest thereon; £50 nearly for replacing her wheels, repeatedly destroyed, and considerable repairs. I see nothing but what is most flattering in this her first outset. Thus it would have appeared when I made my report, that had I done it in the most favourable light, I should have thought, as one of the guardians of the property entrusted to my charge, that I was only fulfilling a duty I owed the stockholders when I enhanced rather than depreciated its value. At the end of the season, from disappointments and expenses in collecting the amount of the shares taken up, there was still wanting a sum of £400, and at the last general meeting the further sum was borrowed, hampering the boat with a debt of £1,000. At this crisis, as a great personal expense and a greater sacrifice of domestic comfort, I set out for England to trespass upon my own immediate friends, and now return prepared to relieve the embarrassments of the boat, and am willing, in the face of representations that went to disparage the stock, to invest a much larger capital in the Canada, in doing which I confer a benefit on the whole, and trust I give further proof of the sincerity of my professions when I undertook the arduous task of getting up a steamboat. But, gentlemen, things have not gone as I wished, or as I intended; and, perhaps, I am the only person who will have property invested in this vessel to such an amount as to make it of vital importance that success should attend the adventure. Therefore, upon this ground, upon the ground of my being the projector of this vessel, upon the responsibility of my situation as master, ostensible agent, and possessing owner, I most earnestly solicit your particular support to my appointment as managing owner of this vessel; and to that effect may I again solicit the most general attendance of the stockholders at the meeting to be held on board the Canada, the second of April?

I am, gentlemen,

Your very obedient servant,

HUGH RICHARDSON.

York, March 24, 1827.



Navigation opened early in 1827, for under a salute from the garrison the Lieutenant-Governor and his family left York for Stamford on board of the *Queenston* on April 4th, returning by the *Canada* on the 21st of the same month.

#### SOME SERIOUS ACCIDENTS.

The accident which occurred to the *Niagara* in the previous November was much more serious than had been anticipated, for the *Loyalist* of May 26th, says:

"The report in circulation last week that the steamboat *Niagara* had been got off from the beach near Long Point where she was unfortunately stranded last fall is incorrect." The paper adds the expression of its confident hope that she will in a few days be afloat and that they will soon have it in their power to announce her safe arrival in port.

The *Loyalist* of April 21st records the fact of the accidental drowning of the mate of the *Canada* in these words:—"George Reid, mate of the steamboat *Canada*, was last night drowned by falling from the plank leading from the wharf to the vessel. It is painful to hear that the unfortunate man leaves a wife and five children to lament his sudden loss."

#### THE "LOYALIST" ASKS FOR MORE.

The *Loyalist* is at this time desirous that more steamers should be added to the lake fleet and thus brings the subject before its readers.

"The *Queenston* performs her trips regularly from Prescott to York and *Niagara* once every week. The convenience of a second and even a third boat would, however, be a great accommodation to travellers. We are happy to hear that Captain McKenzie, late in command of the *Frontenac*, (now laid up) has made arrangements for building a new boat to be propelled by an engine of greater power than that of any other now navigating the lake. The acknowledged ability of Captain McKenzie while in command of the *Frontenac*, the regularity with which her trips were performed, and the attention he at all times bestowed on the comfort and convenience of his passengers, induce us to hope that the undertaking he has commenced will speedily be carried into effect."

The *Dalhousie*, under the command of Captain A. McDonell, resumed her trips between Prescott and Kingston on May 2nd, leaving the former port on Wednesdays and Saturdays and the latter on Mondays and Thursdays, stopping each way for half an hour at Brockville and Gananoque. The advertisement concludes thus:—"Passengers must be punctual, as the boat carries the mail; she cannot be delayed for anyone."

On June 9th, following, an advertisement appears in the Kingston papers offering the *Frontenac* for sale. We quote the same in its entirety.

"By public auction will be sold on Monday, the second of July next, at Kingston, as she now lays at wharf, the steamboat *Frontenac*, with her anchors, chain-cables, rigging, etc., also the engine, of 50 horse power, manufactured by Messrs. Watt and Boulton. Sale to commence at 10 o'clock a.m., on board. For any further information application to be made to Mr. Strange, Kingston, or to John Hamilton, Queenston, June 1, 1827."

No sale took place or if the vessel was ever offered publicly it was withdrawn.

The *Queenston*, under the command of Captain James Whitney, running between Prescott, Kingston, York, the head of the lake and *Niagara*, was constantly employed in 1827 in the conveyance of troops from and to these various ports. It is announced in her advertisement for the season under date May 25th, that "every endeavor has been made to render the accommodation and fare on board of the best description."

Captain Richardson's steamer, the *Canada*, was rather unfortunate this year. In the end of July, while crossing the lake from *Niagara* to York, she broke her main shaft.

#### GOOD-BYE THE FRONTENAC.

This accident was, though, happily repaired in about three weeks, for we learn from the *Loyalist* that she re-commenced her trips to and from *Niagara* on the 7th August. She was again subject to severe damage in a storm on the lake during October, but was not incapacitated for service. On December 1st she made her last trip for that season and laid by for the winter.

We have just mentioned that an attempt had been made to dispose of the *Frontenac*. It came to nothing at the time, and at the end of August her owner, Mr. Hamilton, removed her to *Niagara*. There she was set on fire, the *Loyalist* of September 29th thus referring to this dastardly act:—

"The Messrs. Hamilton, proprietors of the steamboat *Frontenac*, have offered a reward of £100 for the discovery of the persons who set fire to that vessel some time ago. The *Frontenac*, after being fired, was loosed from her moorings and had drifted some distance into the lake, when she was met by the *Niagara*, Captain Mosier, who took her in tow and succeeded in bringing her to the wharf at *Niagara*, where, after some exertions, the flames were extinguished." She was soon afterwards broken up, and thus terminated the existence of the first steamboat built on Lake Ontario. *Sic transit gloria mundi.*



## THE FAMOUS ALCIOPE.

Early in 1828, on March 27th, Sir Peregrine and Lady Sarah Maitland, the former being the Lieutenant-Governor of the Upper Province, embarked at York, on board the Canada, for Stamford. This journey of his Excellency's involved Captain Richardson in an amusing, though somewhat heated, discussion in the columns of the *Colonial Advocate*, with the editor of that journal. Captain Richardson had been accused of permitting undue exclusiveness on board the Canada, in the exclusion of other passengers upon the occasion of the Lieutenant-Governor's journey. After first of all denying the report that on account of the presence of their Excellencies other passengers were declined, and then giving an emphatic assurance that had his distinguished guests so wished it no one else would have been taken on that trip, Captain Richardson concludes his letter to the *Advocate* thus:

"As long as I command the Canada, and have a rag of color to hoist, my proudest day will be when it floats at her masthead indicative of the presence and commands of the representative of my King.

"HUGH RICHARDSON,

"Master and managing owner of the Canada steam packet, April 11th, 1828."

Among sailing vessels employed upon the lakes in 1828 was the Canadian, built at York, and launched there about the middle of April. She was the property of William Gamble, afterwards of Milton Mills, Etobicoke, and Captain Bowkett, who commanded her. She was used principally for the transport of grain.

A passenger vessel, of about 80 tons burthen, known afterwards as the George the Fourth, and plying between Kingston and York, was also launched a day or two earlier than the Canadian. There was besides a well known schooner called the Catherine, commanded by Captain Campbell, conveying goods and passengers between York and Niagara.

Late in May or in the very early days of June, 1828, a new steamer, designed to succeed the Frontenac, was launched at Niagara, where she had been constructed by her owners, Robert Hamilton and Andrew Heron. She arrived in York, it being her first voyage, on June 26th, 1828. The *Loyalist* thus speaks of the event:—

"The new steamboat Alciope, built at Niagara, owned by Robert Hamilton, Esq., and commanded by Capt. McKenzie, late of the Frontenac, with a number of ladies and gentlemen on a party of pleasure, made her first entry into our harbor on Thursday last. She is a fine model, and fitted up in a most elegant and

convenient manner for passengers. She commences her regular trips, we understand, next week, and under the command of Captain McKenzie, so well known for his skill and experience as a seaman, and for attention to his passengers, we have no doubt the Alciope will be found a valuable acquisition to the regular communication which is now afforded by means of the several steamboats plying on the lake, and that she will receive a share of that public patronage which is so deservedly bestowed upon the owners and commanders of other boats whose public-spirited exertions are worthy of the highest praise."

Many people have wondered why this vessel received the name she did. It is a purely fanciful one, and though apparently of Greek origin, does not belong to any of the ancient heroes or heroines, whether real or mythological.

## SOME MORE FAMOUS BOATS.

On June 7th, 1828, the *Loyalist* mentions that Commodore Barrie in "his Majesty's schooner Cockburn entered this port (York) on Monday last, and on landing at the Garrison was received by a salute, which was returned from the schooner. The yacht Bullfrog was in company with the Cockburn."

The Commodore intended to proceed by land to Lake Simcoe, thence on a tour of inspection of the several naval depots of the lakes.

There is a passing allusion to the Alciope in the *Loyalist* of September 6th, respecting the movements of that vessel for the remainder of the season.

On the 27th of the same month Mr. George Savage advertises from York that "His Excellency the Lieutenant-Governor has been pleased to appoint him Collector of Customs for that port." He succeeded Mr. William Allan.

The schooner George Canning ran between York and Niagara at this time. Captain J. Whitney, afterwards famous as captain of one of the lake steamers, was in command.

In the following year, 1829, was built at Bath, upon the Bay of Quinte, by Gildersleeve, the Sir James Kempt. She was commanded by various captains and ran between Prescott and Belleville, attaining a speed of about twelve miles an hour.

## SOLDIER AND STATESMAN.

This steamer received her name out of compliment, not, as might be supposed, to a famous sailor, but to a noted soldier and statesman, Sir James Kempt, sometime Lieut.-Governor of Nova Scotia, afterwards Governor-General of Canada. He had seen service in many different parts of the world; in India, Holland, Naples, Sicily; during the Peninsular

war also, where at the assault on the Castle of Badajoz he was severely wounded. He recovered from his injuries, and during the remainder of the campaign was present as Major-General, commanding a brigade at the battles of Vittoria, Vera, Nivelle, Nive, Orthes and Toulouse. Though he was again wounded at Nivelle he remained on the field until the conclusion of the action. Finally he commanded the 8th Brigade at Quatre Bras and Waterloo.

In a history of the lake shipping, published some years since, this vessel is erroneously described as the *Sir James Kemp*. It is difficult to understand how such an error could have been made, as there was but one *Sir James Kemp* and but one steamer named after him. No one of the name of *Kemp* ever occupied any prominent position in Canada either. But *humanum est errare*.

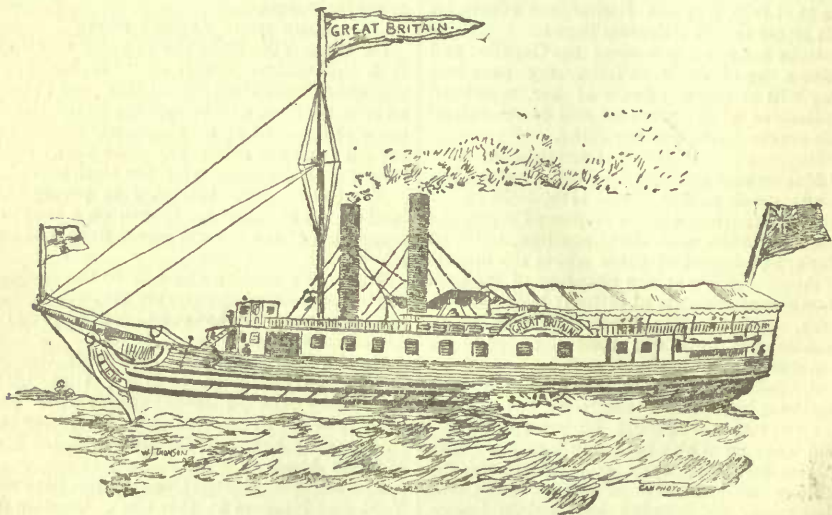
tain J. Whitney, and her route was from Kingston to Niagara by the head of the lake. She was a great favorite with the emigrants from the old country, possibly to a very great extent on account of her name. She was the largest vessel then on the lakes. The *Upper Canada Herald*, published at Kingston, announces on December 8, 1830 :

#### AUCTION.

"The steam boat *Toronto*, together with all her furniture, will be sold at public auction to the highest bidder on Monday, 13th inst. The sale to take place on board of the boat at 12 o'clock."

The notice is dated December 1st previously.

In the *Upper Canada Herald* of January 16th, 1831, we are told that "on Tuesday the 18th, being the Queen's Birthday," this was *Adelaide*, Queen of William 4th, "Com-



THE STEAMER GREAT BRITAIN.

In 1829 we have the *Canada*, *Niagara*, *Queenston* and *Alciope* all plying between Kingston, York and Niagara. The opening of navigation was exceedingly late in this year, for on May 16th it is noticed in the *Loyalist* that "the steamboats have some difficulty in getting into the Niagara river from the large quantities of ice passing down from the upper lake."

The *Toronto* and *Dalhousie* in this season were both running between Kingston and Prescott.

In 1830 a famous vessel was commenced and launched. This was the *Great Britain* of 700 tons, owned by the Honorable John Hamilton and at first commanded by Cap-

modore and Mrs. Barris gave an entertainment at Kingston to a number of the inhabitants and to the naval and military officers on the station."

#### ANCIENT POSTAL ARRANGEMENTS.

In this year the owner of the *Alciope*, Mr. Robert Hamilton, substituted high pressure for low pressure engines in the vessel, and changed her name from the *Alciope* to that of *United Kingdom*. Her new commander was Captain Isaac Harrington.

In 1831 we find Captain Richardson, commanding the *Canada*, writing a lengthy letter to the *Niagara Gleaner*, dated York, April 23rd, in which he says :—

SIR,—The postmaster at Niagara having



refused this day any longer to take the way letters and papers from the Canada on her arrival, as heretofore accustomed, and the distance from the landing to the postoffice being such, and the stay of the Canada so short as to preclude me from undertaking their delivery, I am of course forced to decline receiving for the future any letters or papers for Niagara. Last season the Canada carried the mail, this season—not. But that the public may not fancy that the extravagant compensation to the Canada had weight in breaking up the arrangement of last year, I beg to state that the Canada received for carrying the mail and all way letters and newspapers, 1s. 3d. per trip, or 2s. 6d. per day, whilst she made her double trips, and 1s. 3d. per day when she made but one. What will result from the present change? The Canada will lose a source of emolument, which perhaps would have been creditable to the post office had she enjoyed it from her first opening of the ferry! The public will pay 7d instead of 4½d for their letters, and receive them 24 hours later than by the Canada; and the post-office will have credit for understanding financial arrangements, better than public accommodation—as by a retrograde motion of delivery of 24 hours, it increases the value of postage 100 per cent.

I am, sir, your most obedient servant,

HUGH RICHARDSON,

M. O. of the S. P. C.

We have only to remark in reference to above letter that the Canadian public of to-day would find it very hard to reconcile themselves to a charge of seven pence or fourteen cents on a letter between Toronto and Niagara.

This year a small steamer known as the Iroquois, of but 100 tons burthen, was launched at Prescott. Very little is known about her. Her route was between Prescott and Dickinson's Landing. She was what was called a steam wheel vessel and descended the rapids. She was found unsuitable for that purpose and was soon laid aside.

#### AS OTHERS SAW US.

Referring to the Government dock-yard at Kingston in 1832 is the following interesting passage contained in a book published by Lieutenant E. T. Coke, of H. M. 45th Foot, entitled "A Subaltern's Furlough."

He says:

"Two steamers were at this time continually running between the Ottawa and Ontario, and the traffic of heavy boats also appeared considerable.

"Several large hulks of vessels of war, built during the last war to cope with

those of the Americans on the stocks at Sackett's Harbour, and which were never launched, are now fast falling to decay in the Navy Yard at Kingston.

"A seventy-four had been sold a few months previously for £25, and a few days before our arrival a heavy squall of rain accompanied by lightning had split the St. Lawrence of 120 guns down the centre. The props giving way, the vessel broke into a thousand pieces, covering the ground all round with a heap of ruins."

The narrative concludes with a prophecy that the four or five frames of vessels still there on the stocks will soon meet with a similar fate.

#### CAPTAIN M'KENZIE'S DEATH.

Captain McKenzie, who had been first in command of the Frontenac and afterwards in that of the Alciope, died on August 27th of this year. He, at the time of his death, was engaged in the construction of two other steamboats; one at the head of the lake and one at Lake Simcoe; and was, on most occasions, consulted respecting the management of steamboats, so that he may justly be called the father of steam navigation in Upper Canada. His death was considered a great loss to society and to the country.

Three new steamers were launched in this year, namely, the John By of 100 tons at Kingston; the William IV. of 450 tons at Gananoque, and the Transit of 350 tons at Oakville. The first of these, the John By, ran between Toronto and Hamilton, under the command of Captain Kerr. She was of peculiar construction, having a paddle wheel in her stern. The first one put in was too large and had to be removed. Even when this was done the vessel did not prove a success, and she came to an inglorious end—wrecked at Port Credit. The William IV. ran between Toronto and Prescott, and was commanded at various times by Captains McDonald, Paynter, Jones and John Cowan. She, having four funnels or smoke stacks, was visible at a long distance. She finally became a tow boat.

The third of these steamers was first of all known as the Constitution, under the command of Captain Zeeland. Later she came under Captain Richardson, who with Mr. Gilkison were the principal owners. She plied between York and Niagara and had her name changed to the Transit. She was finally wrecked.

In 1833 the steamer Briannia was added to those already on the lake. She was built at Kingston and was of 200 tons burthen. In the Montreal *Settler* of April 16th, 1833, and in subsequent numbers of the same paper, is the following notice respecting her:



"The subscribers beg to announce that the new and elegant steamer Britannia will be ready early in May to ply between this city and Laprairie. Mr. James Thompson, of that place, has been appointed agent for the receiving and forwarding of property.

"(Signed,) JOHN TORRANCE & Co.

"Montreal, April 12th, 1833."

Just a month later, on May 12th, the same paper gives the intelligence of this vessel, under Commander Luckin, "having commenced her regular trips between Montreal and Laprairie, in conjunction with the lines from and to the United States, Quebec and Upper Canada."

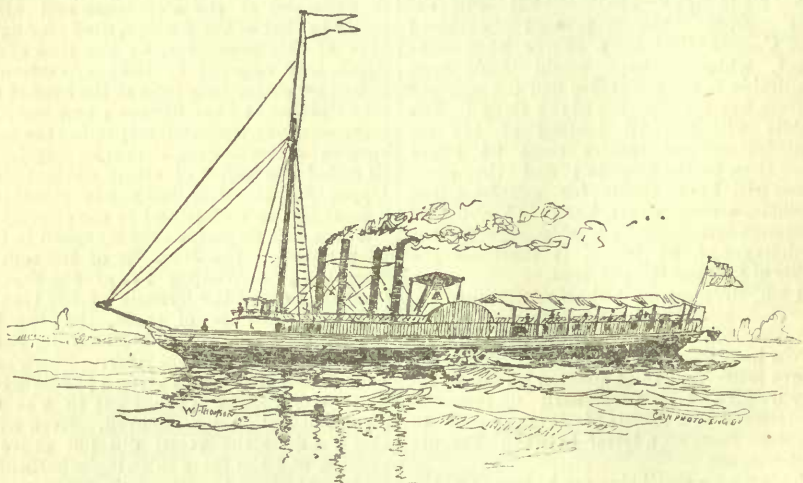
#### THREE NOTABLE STEAMERS.

In addition to the Britannia, in the same year were built the Cobourg,

steamer of only 200 tons. Her route at first was from Hamilton to Toronto, when she was in charge of Captain Ives. Then she was sent to the Bay of Quinte, where, at a later date, Captain Graas took charge of her. She was built by J. G. Parker, a well-known Kingston man. She did not prove a very great success.

The Brockville was of 350 tons burthen, in length 145 feet, in width 22½ feet, and her cabin was 84 feet long.

The Brockville Recorder of August 30, 1833, says: "The steamboat Brockville is to be launched on Wednesday, September 4th, at 12 o'clock noon. The Great Britain and William IV. are expected to be in this port at that hour." In another paragraph the editor complacently remarks regarding



THE STEAMER WILLIAM IV.

the Kingston and the Brockville. Each of these steamers received its name from the place where it was constructed. The Cobourg was of 500 tons burthen, and up to this date only one vessel, the Frontenac, had equalled her in this point, and only one excelled her, namely, the Great Britain.

She was the property of Charles and James McIntosh, two brothers, both of whom died on board of her from an attack of cholera in the year 1834. She plied from Prescott to the head of the lake, and for some time was under the charge of Captain Zealand. She will be heard of again from time to time in this history, notably in 1837 and 1838 during the rebellion. She finally became a tow boat.

The Kingston was a comparatively small

the Brockville that "she will probably be the fastest and best finished boat on the Canadian waters."

Her builders were Shay & Merritt, of Montreal, and her engines were supplied by Avery, of Syracuse. She made her first trip between Brockville and the Long Sault, under the command of Captain L. Hilliard, on April 1st, 1834.

#### THOSE DOCK YARDS!!

A previous reference has been made to the way in which the dock-yards at Kingston were being neglected. In April of this year the following advertisement appears in a local paper:

SALE OF NAVAL STORES,  
AT KINGSTON, UPPER CANADA.

On the 20th May, 1834, will be offered for sale, by public Auction, at Kingston

Dock Yard, Upper Canada, a large quantity of

**NAVAL STORES,  
CONSISTING OF**

Anchors, from 2 cwt. to 15 cwt. ; 1,000 tons iron ballast,

About 250 brass shivered single blocks, from 4 to 5 inches ;

Blocks common, about 9,000, from 4 inches to 23 inches ;

Blocks double, 2,500, from 5 inches to 20 inches ;

Blocks careening, double, treble and four-fold, 50 in number, from 21 inches to 31 inches.

Do clewline, clump and long tackle, from 6 inches to 18 inches ;

Do sister and topsail sheet, from 6 to 21 inches, 100 ;

Do double and treble cat, from 12 to 18 inches, 30 ;

Do snatch, 12 to 17 inches, twenty ;

Do iron-bound top, single and double, from 6 to 20 inches, 200.

BOATS' BARGE, 41 FEET ; CUTTER 38 FEET.

Bolts, anchor stock, ring, set and wrain, 1,300 ; buntin, white, red, yellow and blue, 800 yards ; copper boltstave, one ton, from 1-2 to 1 1-2 inches ; iron, round and square, 9 tons, from 3-4 to 2 3-8 inches ; tar brushes, chain cables, with gear ; canvass, 1,500 bolts, from number 1 to 8 ; iron casks, 300 in number ; Carpenters' tools, compasses, signal flags and pendants ; sixty coils bolt rope, from 3-4 to 6 inches ; 100 coils rope, cable laid ; 15 coils cordage, 350 coils, hawser laid ; 1,000 cringles of sorts, 1,200 dead eyes, 300 hearts, timber dogs, fearnought files, glass, 3,000 panes, stone ground ; hammers, hammocks, hinges, tackle hooks, caulking irons, kersey, old lead, 4 tons ; lead pipe, from 1 1-2 to 3 inches ; lines, chalk, deepsea, log and hand, 2,000 in number ; locks, brass, 100 in number ; turning lathes, with tools, 2 sets ; mauls, 450 in number ; nails of all sorts and spikes, two tons ; needles, paint, chain pump gear ; sails for frigates, 2 sets ; shivers lignumvitae, 3,000 in number ; steel German ; stoves, Canadian ; 8 barrels turpentine ; twine, 4 tons ; wire, copper ; wire, iron ; several old and half worn boats ; with a great number of other articles of Naval and old Stores ; also,

**THE BULLFROG YARD BOAT,**

of about 60 tons, nearly new and completely rigged, and well furnished in every respect ; will make an excellent Packet.

Pine plank, about 19,000 feet ; elm board, 4,000 feet ; oak board, 1,500 feet ; and several thousand feet of oak and pine timber.

A quantity of Slop clothing and bedding, provisions and victualling stores.

The sale to commence at 10 o'clock, A. M. and to continue every working day until the sale is closed.

The biddings to be in sterling money, the Dollar 4s. 4d. A deposit of 25 per cent. to be paid at the time of purchase, which will become forfeited to the Crown if the remainder of the purchase money be not paid, and the Stores taken away, on or before the 7th day of June next.

The Stores may be seen, and further particulars learned, on application to the Master Shipwright at Kingston Dock Yard.

ROBERT MOORE, Master Shipwright.

April 24, 1834.

**STILL MORE STEAMERS.**

In an advertisement respecting the movements of the steamer Cobourg for the season of 1834 it is noticeable that York has now become Toronto. The latter place is so described with the parenthetical addition "late York."

In 1834 the Commodore Barrie was built at Kingston by Henry Gildersleeve. She was of 275 tons capacity, and her commander was James Sinclair. Her route was from Prescott to Toronto and Niagara. Her advertisement states that she was propelled by two superior low pressure engines of Messrs. Ward & Co. manufacture.

From the *Western Mercury* of August 7, 1834, published at Hamilton, it is learned that a new steamboat built at Oakville, (and known as the Oakville,) had commenced running daily between Hamilton and Toronto, Sundays excepted. This steamer is described as being a very handsome boat and elegantly fitted up. Her captain was James Mills.

The St. George, a fine steamer of 400 tons, was built and launched at Kingston early in 1834. She ran from there to the head of the lake. A paragraph is contained in the Hamilton *Western Mercury* of June 16th in that year saying that the steamers Constitution, with 70 emigrants, the Cobourg, St. George and William IV. with 350, 110 and 90 respectively had landed these passengers at Hamilton.

The St. George's commanding officer was Lieutenant Harper, R. N. The vessel he commanded was at this time the only low pressure, schooner-rigged vessel on the lake, and it was claimed for her by her owners that as a sea-boat there were none to surpass, if any to equal, her. Among the other steamers plying between the various lake ports at this time was an American steamer, whose route was from Ogdensburgh to Kingston, thence by Sackett's Harbor, Oswego and Rochester to Toronto, proceeding from



there to Niagara and Lewiston. She was called the Oswego, Captain J. T. Homans. A steamer known as the Enterprise was also built at Kingston in 1834, but she ran for a very brief period, being speedily broken up. Another, known as the Union, to ply between Hamilton and Toronto, was also completed at Oakville at nearly the same time. She was owned by a joint stock company. She was afterwards converted into a barge.

A steamer called the Peter Robinson, built late in 1833, or very early in the following year, to ply upon Lake Simcoe, was offered for sale in the summer of 1834 by her owner, Mr. Charles Thompson, the reason alleged being that he (Thompson) found it impossible to be absent from home to attend to the boat himself. However, Mr. Thompson had to make it possible, for no sale was effected just then at any rate. Those who knew Lake Simcoe at a much later date than 1834 will not much wonder at it.

A paragraph appeared in the *Kingston Chronicle* late in July of a somewhat enigmatical nature, announcing that several vessels, "should circumstances permit," would be speedily added to the lake service.

What this referred to was never clearly explained, or even explained at all.

#### STILL THEY COME.

Another steamer that did good service on the lakes was built in 1835 in Scotland and put together in Montreal, and under Captain James Sutherland plied upon the lake. She was called the Traveller, and she did not belie her name, for she was of excellent speed and capacity. In the end she was put to useful but somewhat ignoble work, being converted into a tow-boat. She will be often heard of in the next few years. For the first time in the history of the Canada steamship she appears in 1835 under another commander. Frank Bury in this year takes the place of Captain Richardson; the latter remains though as managing owner. The steamer's route was the same. On February 24th an advertisement appears in the *Toronto Courier* offering for sale the schooner Humber of 50 tons burthen. She was lying east of Cull's wharf.

W. L. Whiting & Co., of Brockville, also advertise in the same and in other provincial papers "that they will be prepared at the opening of navigation with a sufficient number of most improved covered barges to ensure despatch in the transport of produce to Montreal, and merchandise from thence by the St. Lawrence to any part of Upper Canada." These gentlemen also notify the public that "entries are passed at the Custom House without charge of commission."

What wind and water did for the inhabitants of Toronto some dozen years later was in 1835 proposed to be effected by artificial means. The proposition was to build a canal or "cut" across the peninsula, opposite Toronto. A meeting was called in furtherance of this project on March 3, 1835, when one of the reasons given in support of the scheme was that "It would most certainly, by letting in the pure water of the lake, purify the waters of the bay." Nature made this "cut," now many years ago, and yet, strange to say, people are to be found who venture to assert that "the waters of the bay" are only even comparatively pure, when compared with, well, let us say a very dirty canal.

The steamer Cobourg in 1835 had as her captain C. Paynter and made her trips as in the season previously. The Constitution became the Transit, and under Hugh Richardson, (formerly master of the Canada and still her manager,) ran from Hamilton to Toronto, Port Hope, Cobourg and Rochester. On June 18th, 1835, the Great Britain, Captain J. Whitney, arrived in Toronto harbor with a very large number of emigrants. This steamer ran from Prescott to Toronto and Niagara. At the latter port the American steamer United States, Captain J. Van Cleve, ran in connection with her to ports on the opposite side.

This season the Peter Robinson was again upon Lake Simcoe, Charles Thompson still being her owner, and connecting with her was the Penanguishen for Isle St. Joseph, the Sault Ste. Marie and Mackinac.

#### AN INGENIOUS PLAN.

Late in the year, on November 10th, a terrible storm took place on the lake. Two schooners were wrecked off the "Ducks," near Kingston, a place that has been mentioned several times already, and always, or nearly so, in connection with some shipping disaster.

Other sailing vessels that are mentioned include the Three Brothers, so called after the McIntosh Brothers: John, who commanded her; Charles, who had charge of another lake schooner, the Superior, and Robert, the master of the Eunice, previously mentioned. There were several others also, namely, the Robert Burns, the Emily, the Prosperity, Fanny and Perseverance; besides the Guernsey, Peacock, Caroline, Fair American, Sovereign, Jessie Woods, Erin, Charlotte, Winnebago, Lord Nelson, Enterprise and Boxer. Of these the Fanny, Sovereign and Jessie Woods, were the property of Mr. James Lockhart, of Niagara. The first named was under the command of Captain Dick, a gallant sailor and enterprising man. A great deal will



be heard of him as this history progresses. Captain Peecke, a veteran sailor, was the officer in command of the Boxer. He is stated at this time to have been navigating the lakes for nearly forty years.

Captain George in his barge from Quebec visited Toronto in 1835. This man was not a sailor by profession, but he was a born nautical mechanician. He had a scheme for enabling loaded vessels to overcome the rapids of the St. Lawrence and reach the upper ports on the river without disturbing their cargoes. This was to be done by pulleys or chains anchored in the bed of the river or fixed upon the banks. He contrived to get his own vessel up in this way, loaded with a general assortment of merchandise. But the expense was too great for private owners, and as the construction of canals round the rapids was soon afterwards completed, contrivances like that of Captain George, however ingenious, were useless. Dr. Scadding describes George's barge as possessing a peculiar rig, its masts forming above the deck a sort of large St. Andrew's cross, such being, in his opinion, the most convenient arrangement for working the leg of mutton or triangular sail which he used. In reference to the navigation of the rapids let us here mention that Captain Maxwell first navigated in a steamboat the deep channel of the Long Sault, and Captain Hilliard on board the Ontario first descended the rapids at Lachine.

In the *Hamilton Gazette* of February 6th, 1836, this advertisement is found :

"The Schooner Aurora,

"Edward Zeeland, Master,

"Intends running during the winter, when the weather will permit, between the Burlington Canal and the Garrison wharf at Toronto. Enquire for her arrival and departure at Mr. Burley's Hotel."

#### NEW YEAR CHANGES.

Navigation opened early in May in 1836, and the *Hamilton Gazette* thus alludes to the steamboats on the lake :

"The *Transit*, Captain Richardson's beautiful vessel, is ready to start the moment her icy fetters are broken, and our old, safe and comfortable friend, the Canada, is ready to follow in her wake. We hear she is intended to go to some port to the eastward, and if the ice remains much longer we shall, sure as eggs are eggs, see the gallant captain, as he has done before, cut his way out."

The Cobourg had had new boilers put in at a cost of \$2,500, and both it and the *Traveller* had been generally repaired.

The *Transit* made her first trip from Toronto to Niagara on May 1st.

On May 18th the *Hamilton Gazette* publishes this advertisement :

"Office of the Grand River Navigation Company, Seneca, Grand River, July 21, 1835.

"At a meeting of the Board of Directors of the Grand River Navigation Company of this date it was

#### "ORDERED

"That the first steamboat of not less than fifteen horse power that shall ply on the Grand River, from Dunnville to the head of the navigation when opened, shall be allowed to pass toll free through the locks of this navigation as long as she shall ply thereon."

The same privilege was also to be extended to the two first covered barges costing not less than \$1,000 that passed through. The advertisement was signed "By order of the Board, James Little, Secretary."

Three steamboats, the *Sir James Kempt*, the *Brockville* and the *Kingston*, were in this season plying between Prescott and the Bay of Quinte, touching at Hollowell both up and down.

A steamer known as the *Thomas McKay* plied between Quebec and Bytown (Ottawa) in this year, but her journeys appear to have been somewhat spasmodic.

In the same season we find between Toronto and Hamilton the *Britannia*, under Captain Herchmer. She had been built in Kingston and was of 200 tons burden.

The steamer *William IV.* was in the season of 1836 placed under the command of Captain Hilliard, who has been previously mentioned as the captain of the *Brockville* on the Bay of Quinte.

The *Kingston Chronicle* of an early date, in May, 1836, speaks of the steamer *Bytown*, running from Kingston to Bytown. (Ottawa) also of the *Cataraqui*, belonging to the Ottawa and Rideau Canal Forwarding Company, as having just been launched. This vessel was under Captain Chambers. The same company had two other steamers on the route between Bytown and Montreal, namely, the *Ottawa* and the *Shannon*.

The following advertisement appears in the *Toronto Courier* of May 28th :

#### "CUTTER FOR SALE.

"The well-known Government built cutter, *Bull Frog*, about 40 tons burthen, with all her running and standing rigging complete, and in good sailing order, will be sold very low for cash or approved endorsed notes for half the purchase money. For particulars apply to

"BURKE & O'NEILL,  
"Toronto."

Another advertisement, relating to the navigation of the lake, appears in the same paper on August 18th. It tells us that :

"The well-known steamboat Oswego, Captain Malcolm, and Oneid, Captain Smith, will ply daily (Sundays excepted) between Oswego and Lewiston, in connection with the steamer Transit, Captain Richardson, running from Lewiston and Niagara every morning to Toronto. Travellers who take passage on board said boats will arrive in Toronto by noon next day and at the low fare of \$4 50 from Oswego."

It will be seen from this notice that a change has been made in the command of the Oswego, it being transferred from Captain Homans to Malcolm.

#### KINGSTON NAVAL STORES.

On June 27th, 1836, there was a great public sale of naval stores at Kingston Dock Yard. Besides stores of every imaginable kind used in ship building the sale included one frigate, in frame, 56 guns; one ship, in frame, 22 guns; one brig, in frame, 14 guns, and one schooner, in frame, of 4 guns; also the Cockburn schooner, 70 tons, paid off in 1834, with her masts and spars; also the Bull Frog, tender of 60 tons, with her sails and rigging in store; also ten gun boats in good condition, "as far as they are finished," to quote the exact words of the advertisement, besides "one old schooner and four old ships of war lying aground on the mud in the harbour," to again quote the same source. But besides this decidedly miscellaneous collection there were twelve boats new, and in use, from 14 to 32 feet, chiefly built of the best rock elm, and in addition were offered for sale six fire engines, three in good repair; the other three the advertisement contents itself by describing as "repairable," which was a strictly non-committal statement.

The papers of the day give no information how this sale resulted. There was no alteration made for the season of 1836 in the sailing arrangements of the Great Britain and United States from that which obtained in 1835, and their respective commanders were unchanged. There was, though, a small steamer, subsidiary to them, running from Prescott to the head of the Long Sault rapids, called the Dolphin. She does not appear to have been a vessel of any pretensions.

The *Montreal Gazette* of June 28th has this brief advertisement:

"For sale, the new steamboat Toronto, forty-five horse power, and the Lady Avlmer steamboat. Apply to A. T. Hart, Three Rivers."

These were probably small river steamers running to Montreal. The first named of them must not be connected with the boat of the same name, which has already been mentioned as having been built in Toronto.

Under the heading "Port Credit Forwarding Business," on July 6th, Captain John Mosier acquaints his friends and the public that he has established himself at the new and thriving village at the mouth of the river Credit for the purpose of carrying on the forwarding business in all its branches. He respectfully solicits patronage, and in doing so adds the assurance that all business entrusted to his charge will be promptly and carefully attended to.

In the *Toronto Courier* of the same date, and side by side with Captain Mosier's advertisement, is another announcing that the schooner Adelaide, of 120 tons, Captain J. Atkinson, will sail from Toronto for Penetanguishene, Kettle Creek, Amherstburg, Sandwich or Goderich, on or about July 15th or 20th. Intending passengers were to apply to James Browne, Esq., Toronto, or to the master on board. There is something delightfully vague in the announcement "on or about the 15th"; a day or so either way appears to have been of no moment.

The Peter Robinson was on Lake Simcoe this as in the preceding season. There is a reference made to her in the announcement of a pleasure trip across Lake Huron, contained in the *Toronto Courier* of July 23rd, which states that the steamer Penetanguishene will leave the port of the same name on August 9th for the Grand Manitoulin and St. Joseph Islands, he Sault Ste Marie and Michillimackinac, stopping a day or two at each place, returning by the same route to the port of departure. That was purely pleasure. The business-like part of the excursion is shewn in the concluding paragraph of the advertisement with its peremptory statement that intending excursionists will be required to leave Holland Landing in the steamboat Peter Robinson, on Monday morning, August 8th, at 8 o'clock.

In the *Toronto Courier* of August 20th, is a notification of the intended sale by auction on the 30th of the same month by James M. Strange, at his rooms on Yonge street, of the schooner Plough Boy and the sloop Martin Van Buren, they having been condemned for offences against the revenue laws. These two vessels were probably both American smugglers. Among their cargo was not only "a large quantity of Young Hyson tea," but also "one barrel of whiskey and seven boxes of segars."

On September 3rd Sir Francis Bond Head, the newly appointed Lieutenant-Governor of Upper Canada, returned to Toronto from a short tour in the eastern division of the province in the steamer Great Britain,

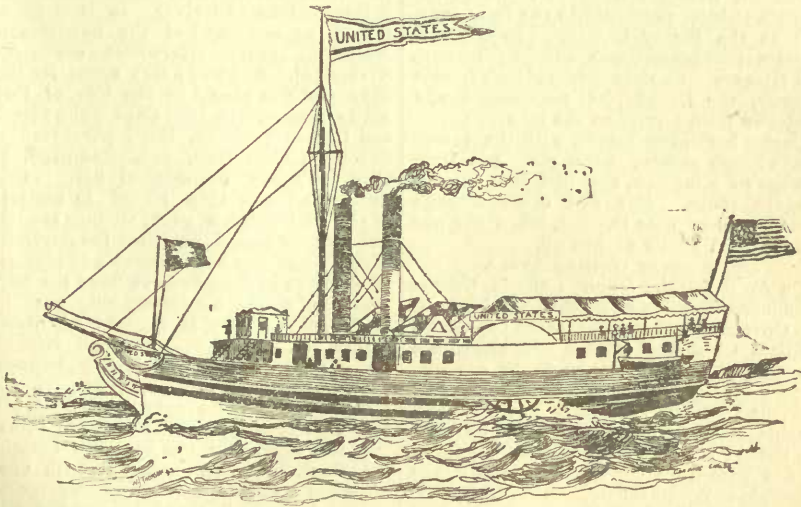


taking up his quarters at Government House.

In the *Toronto Courier* of September 17th, copied from the *Detroit Advertiser* of the previous August 27th, is a paragraph to the effect that the editor of that paper had heard from Captain Robinson, of the steamer General Gratiot, that a schooner of thirty tons burden, without color or name, and containing a crew of twenty-three persons armed with pistols, dirks and muskets, was taken in the St. Clair River under strong suspicion of having piratical intentions. Referring further to these men the *Detroit* paper says "they were all ornamented with huge moustaches, and were commanded by one whom they called General Dixon."

#### A FAVORITE DISAPPEARS

The Provincial Parliament assembled early in 1837, and on March 22nd the *Hamilton Gazette* gives a long list of Bills which had passed during the session. Among those relating to the provincial marine there were as follows:—"The Acts incorporating the Grafton Harbor Company, providing for the survey of the Ottawa River; granting a loan to the South Harbor Company, Niagara, and also to a similar company at Gananoque; Acts compelling vessels to carry a light at night, and also for the improvement of the navigation of the River Trent; also incorporating the company of the Port Darlington harbor; enabling the Canada Company to erect a harbor at Goderich; incor-



THE STEAMER UNITED STATES.

The steamers on the lake throughout the season of 1836 comprised among them the *Traveller*, *Transit*, *Britannia*, *Hamilton*, *Great Britain*, *Canada*, *Commodore Barrie*, *Cobourg* and *Oakville*; on the Bay of Quinte the *Sir James Kempt*, *Brockville* and *Kingston*; on Lake Simcoe the *Peter Robinson*, and making occasional trips on Lake Huron was the *Penetanguishene*. In addition to these there were the American steamers we have more than once mentioned, namely, the *Oswego*, *Oneida* and *United States*. In the following year, 1837, several other steamers were added to the now rapidly increasing fleet. They were the *Sir Robert Peel*, of 350 tons; the *Queen Victoria*, of 200 tons, and the *Experiment*, of 150 tons. More will be said of these presently.

porating the *Beverly Navigation Company*, the *Port Erie Canal Company*; and several Acts authorizing loans to various towns to enable them to perfect their harbors or complete the erection of lighthouses.

The schooner *Britannia*, forming a portion of the estate of William Crooks, of Niagara, deceased, was offered for sale on March 23rd by his executors. Beyond the fact that she was at the time of sale lying in Oakville, there is no further information given concerning her.

The *Traveller* in 1837, Captain James Sutherland, made two trips a week between Rochester, Cobourg, Port Hope and Toronto, and between Hamilton, Toronto, Port Hope and Cobourg. The *Britannia*, no longer under Captain Herchmer, but under



William Colclough, ran daily between Toronto and Hamilton, calling each way at Port Credit, Oakville and Burlington Bay.

The *Hamilton Gazette* on April 19th refers to the lake steamers and to their routes and commanders for the season then commencing:—The *William IV.*, Captain Hilliard, was to sail from Prescott to Toronto. The *Great Britain*, Captain Whitney, continued the same route as in 1836. The Commodore Barrie, Captain Herchmer, did likewise. The *Cobourg* was commanded this season by Captain Harper, R.N., late of the *St. George*. The latter was under charge of her former purser. These vessels ran from Prescott to Toronto in conjunction with one another during the season.

The Sir James Kempt and Brockville. Captain Calder, continued to run from Prescott to the Bay of Quinte. The *Transit*, Captain Richardson, was between Toronto and Niagara. Captain Richardson's former steamer, the *Canada*, has now been finally withdrawn from service on the lake.

During her entire career, with the exception of one season, when she ran from Oswego to Kingston, she had been on the Niagara route. Her end came through running ashore near Oswego, when she was wrecked and finally broken up.

#### LIGHT HOUSE COMMISSIONERS.

On April 6th the *Upper Canada Gazette* announced that his Excellency the Lieutenant Governor had been pleased to appoint William Chisholm, George Chalmers, and Merrick Thomas, Esquires, to be commissioners for the erection of a lighthouse at Oakville; Colin C. Ferrie and Edmond Ritchie, Esquires, to complete the Burlington Canal; also to be commissioners, under an Act passed in the previous session, the Honorable Z. Burnham, G. S. Boulton, Alex. McDonell, A. S. Fraser, and Robert Jameson, Esquires, to improve the navigation of the inland waters of the district of Newcastle; also William Bowden, John T. Williams, and William Owston, Esquires, for the erection of a lighthouse on Gull Island; finally, Major Bonycastle, William Henry Draper, and Hugh Richardson, Esquires, commissioners for the improvement of the harbor of Toronto.

The *Hamilton Gazette* of May 10th publishes the following paragraph extracted from the *Cobourg Star*:—"Rice Lake—The steamboat Sir F. B. Head (formerly the *Northumberland*) will commence running in a few days. She is intended to perform the trip to Sully and back every day (Sundays excepted). The Penadash has also been fitted at great expense by Mr. W. Boswell, and will be ready in a few days for the same route."

Capt. James Sutherland, of the *Traveller*, has already been mentioned several times, and there are not many men now living in Toronto who can look back twenty-five or thirty years or more without calling to mind this popular, good, honest and thorough seaman, (although bluff in his demeanor). He came to this country shortly before the rebellion of 1837.

#### A GALLANT SAILOR.

He navigated the first steamship (the *Unicorn*) across the ocean to Quebec. He was also in the Hudson Bay service, and was placed in command, shortly after his arrival in Canada, of the steamer *Traveller*, which, in 1835, and some years following, ran between Hamilton and Prescott, and during the rebellion carried troops to different points on lake and river. In 1840 he was placed in command of the new steamer, *Niagara*, (name afterwards changed to *Sovereign*). She was a fast vessel for those days, and was placed in the line of Royal Mail steamers. In 1842 Capt. John Elmsley and Donald Bethune, Esq., purchased the *Sovereign* from Hon. Jno. Hamilton, and Capt. Elmsley commanded her. Capt. Sutherland was then placed in command of the *St. George*, a good, staunch sea boat, but inferior and slower than the *Sovereign*. This change was not agreeable to him, particularly as he frequently suffered the mortification of seeing his former ship pass him on the route up the lake. The *St. George* was on the direct route between Kingston and Niagara, and it occasionally happened that the *Sovereign* also left on her trip from Kingston to Toronto nearly an hour after the *St. George* had started on her upward trip, and it was on one of these occasions that Capt. Sutherland came out with one of his queer sayings. When the *St. George* was off the "Ducks," about twenty-five miles west of Kingston, the *Sovereign* was observed some distance astern, but overtaking the *St. George* rapidly and would soon pass her. Sutherland paced the deck, now and then casting his eyes on the approaching *Sovereign*. His mate said to him, "Captain, here comes the *Sovereign* after us." Sutherland looked astern again, and hitching up his trousers, sailor fashion, said with a sort of grin, "So she is after us, is she? Well, we will soon pay her off in her own coin, and be after her shortly." The writer calls to mind just now, another of Capt. Sutherland's characteristic remarks, and many more might be added if fully remembered. One of his cabin waiters was quite a clever musician, and performed very well on the cornopian, he having been a bandsman in one of the regiments stationed at Toronto. On certain occasions, when

leaving or arriving in port, this musician would treat the passengers to some popular air. One day, as the vessel, the Niagara, was approaching port he went forward to the wheelhouse, where Capt. Sutherland stood, bringing the steamer to the wharf, and commenced playing some lively air. The Captain appeared annoyed, and said to him, in not very complimentary language: "I say there, stop blowing that horn of yours, you land lubber, and bear a hand in hauling in the slack of that bow line." The poor performer was frightened out of his wits, and made direct for the cabin to hide his mortification at the abrupt termination of his favourite melody.

#### THE STEAMER MAGNET.

Capt. Sutherland's great desire was to sail a steamer of his own, and it was not long before his ambition was fully gratified. With the assistance of his friends he went to Scotland, and contracted with a Clyde firm to model and supply materials for an iron steamer for the service of the lake. The British Government took a large proportion of the stock, with the view of using her in the event of war with the States, but otherwise not to have any control over the vessel. She was modelled on the Clyde, and afterwards put together at Niagara by James and Neil Currie, the latter of whom now resides in this city (1893). She was called the Magnet, was a great success, and is still as good as ever, a new boiler and a new deck having been supplied. Capt. Sutherland commanded her for many years, but he was killed with many others on March 12, 1857, at that dreadful railway horror in crossing the Desjardins Canal on their way from Toronto to Hamilton. The writer was at the Grand Trunk depot when the train left, and saw many acquaintances there on their departure, including Capt. Sutherland. The news of the disaster received shortly after filled all Toronto with dismay, attended as it was with many most painful circumstances. Capt. Sutherland and Mr. Zimmerman were together on the same seat, and were both instantly killed, and many others. Capt. Henry Twohy, well known in Toronto, had a narrow escape; he went down to see Capt. Sutherland off, and he consented to accompany Sutherland to Hamilton, and actually took his seat beside him for that object, when suddenly he said: "On reflection, I will postpone my trip, as I have something to do at home." So he shook hands with his friends, and had only just time to leave the train. Twohy afterwards told the writer that as he sat with Sutherland talking, a

feeling came over him that he should not leave Toronto then. He said it looked like a presentiment of evil. Of course, the death of a man so well and favourably known as Captain Sutherland, particularly in the sudden and unexpected manner in which it occurred, would cause great sorrow, and deep, heartfelt sympathy for his wife and family.

#### RATES AND DUES—STORMS.

The Commissioners appointed by the Lieutenant-Governor under Act of Parliament to superintend the completion of Gull Island Light House, advertised in the Cobourg, Kingston and Toronto newspapers in June for tenders for this purpose. These are the conditions under which proposals by contract were to be given in:

1st.—The plans and specifications are alone to be the rule for making proposals.

2d.—Contractors are to make at their own expense all boats, skows, wharfs and machinery of whatsoever kind that may be required for completing the work, also to sustain upon their own responsibility, all risk, injury or damage of every kind, sort or description that may occur to the works from the commencement to their completion.

3d.—Those who give in proposals put required to find competent security for the proper and due performance of the contract.

The editors of the Cobourg *Star*, Kingston *Chronicle and Gazette*, and *Patriot* Newspapers, are requested to give the above two insertions in their respective papers at their earliest opportunities.

The Cobourg *Star* of August 2nd, 1837, notes the arrival there on Friday, July 28th, of the new steamboat Sir Robert Peel from Oswego on her first trip up the lake. The paper remarks concerning this vessel that:

"She is altogether of novel construction, being built for speed, of remarkable length and narrow in the beam so as to draw but little water, (only four feet as she lay at the wharf,) and presents the least possible resistance in her passage through it."

The paper goes on to say that the vessel was tastefully fitted up, "entirely for the accommodation of passengers, and is intended, we understand, to touch regularly here on her passage to and from Oswego, Kingston, &c., every week, on the above-named days. The Honorable Judge Jones, of Brockville, and a large party of friends were on board, who, with her commander, Captain Bury, formerly in the East India service, report most favorably of her sailing qualities. They represent her as being wholly free from the disagreeable jar of the



engine common to other boats; and at the same time anticipate from her shape that she will prove a great deal faster."

On July 29th tenders were invited by the commissioners, Messrs. D. Campbell, Thomas Reid and Bernard McMahon, from experienced contractors for the erection of a Light House at Presqu'Isle Point, and it is at the same time notified that "good and sufficient security will be required for the due performance of the contract."

A storm of great violence swept Lake Ontario in the early days of August, the schooner Union, of Port Hope, being wholly wrecked; her crew succeeded in reaching land safely. The passengers of the Cobourg, who were also exposed to the fury of this terrible storm, published a card of thanks to Captain Harper in which they expressed "their warm admiration of his intrepidity and able management on so trying an occasion, as well as of their entire confidence in the qualities of the boat itself."

The following Order-in-Council, respecting vessels frequenting Toronto harbor, was issued on September 7th:

#### IN COUNCIL.

IT IS ORDERED by His Excellency the Lieutenant-Governor-in-Council, that the following Schedule of Rates and Regulations be adopted; and all persons whom the premises may concern are required to conform themselves thereto.

JOHN BEIKIE,

Clerk Executive Council.

**SCHEDULE OF RATES** to be collected upon cargoes of vessels coming into the port of Toronto, and unladen within the same, for the purpose of raising a fund for defraying the principal and interest of the sum of £2,000, granted for the construction of improvements in the harbor of Toronto, viz:—

Merchandise, per ton, weight or measurement, per bill of lading.....	10d.
Flour, per barrel.....	1d.
Pork, do do.....	1½d.
Ashes, do do.....	3d.
Salt, do do.....	1d.
Sheep and pigs, each.....	1d.
Cider or apples, per barrel.....	1d.
Whiskey, per barrel.....	2d.
Wood, per cord.....	3d.
Horses and horned cattle, each.....	4d.

All masters of vessels, or persons having charge thereof, on their arrival at the port of Toronto, with an intention of landing any part of their cargo, shall deliver, on demand, to the Collector of Customs, or his Deputy, a manifest of the merchandise so to be landed, signed by the master of such vessel, or the person having charge thereof, which manifest shall be an authority to the said

Collector, or his Deputy, for receiving from the captains of the respective vessels the amount of rates apportioned as above, for the payment of which the said captains shall satisfy the Collector or his Deputy, before the removal of said articles from the wharf or pier upon which the same may be landed.

The above rates, together with the regulations relative thereto, to take effect from the thirteenth day of September, 1837, and all persons concerned to be governed thereby, under the penalties imposed by the Provincial Statute, 3rd William IV., chapter 32.

**SCHEDULE OF RATES** to be collected at the port of Toronto, for wharfage on articles landed from on board of vessels or other crafts lying under, and protected by, the pier erected for the benefit of the harbor at Toronto, under authority of an Act of the Provincial Legislature, passed in the third session of the eleventh Parliament, viz:—

Merchandise, per ton, weight or measurements, as per bill of lading.....	£ 0 2 6
Flour, per barrel.....	0 0 2
Pork, do do.....	0 0 3
Ashes, do do.....	0 0 9
Salt, do do.....	0 0 2
Lumber, per thousand feet, for every forty-eight hours.....	0 2 0
Double Waggon and Horses.....	0 2 6
Single Waggon and Horses.....	0 1 6
Horses and Horned Cattle, each... ..	0 1 0
Cider and Apples, per barrel.....	0 0 2
Whiskey, per barrel.....	0 0 3
Wood, per cord.....	0 0 3
Stone, per toise.....	0 7 6

The above to become payable before breaking bulk.

Each passenger's baggage, not exceeding a cart, single horse load.....	0 0 6
For every steamer touching at the pier.....	0 5 0
For every schooner touching at pier.....	0 2 6
For each steamer wintering at the new works.....	2 10 0
For each schooner, above 50 tons..	1 5 0
For each schooner, under 50 tons and above 10.....	0 12 6

The above rates to become payable on the 13th instant; and all owners of vessels, or masters thereof, will hold themselves liable for the settlement of the said dues to the Collector of the Customs of the port of Toronto, or some person deputed by him, in such manner as he may prescribe, under the penalties for non-performance, established by 3rd William IV., chap. 32.

The steamers on the lake ceased running for the season of 1837 on November 26th,



winter having set in early and with very great severity.

The Experiment, Captain Dick, made her first trip from Hamilton to Toronto on July 4th, 1837, where she continued running under the same commanding officer for the rest of the season.

The Burlington, which had been built at Oakville and launched there on June 10th, also made her first trip early in July, under Captain John Gordon. She ran daily from Dundas to Hamilton and Toronto.

There was another severe storm on the lake at the end of October. The steamer Bytown was totally wrecked at Kingston. The Commodore Barrie narrowly escaped a similar fate, but lost one of her paddles, while the Cobourg ran ashore on a sand-bar at Ferris' Point, eight miles from Kingston.

#### MRS. MOODIE'S EXPERIENCE.

A sketch of travelling on the lakes in 1833 is given us in the charming volume, "Roughing it in the Bush," written by that delightful authoress Susanna Moodie just forty years ago. Mrs. Moodie, describing the journey of herself and husband from the lower to the upper province says:—"Our journey during the first day was performed partly by coach, partly by steam. It was nine o'clock in the evening when we landed at Cornwall and took coach for Prescott. There we embarked on board a fine new steamboat William 4th, crowded with Irish emigrants proceeding to Cobourg and Toronto. At Brockville we took in a party of ladies, which somewhat relieved the monotony of the cabin, and I was amused by listening to their lively prattle and the little gossip with which they strove to wile away the tedium of the voyage. The day was too stormy to go upon deck—thunder and lightning accompanied with torrents of rain. Amid the confusion of the elements I tried to get a peep at the Lake of the Thousand Isles; but the driving storm blinded all objects into one, and I returned wet and disappointed to my berth. We passed Kingston at midnight, and lost all our lady passengers but two. The gale continued until daybreak, and noise and confusion prevailed all night. The following day was wet and gloomy, the storm had protracted the length of our voyage for several hours, and it was midnight when we landed at Cobourg."

Mrs. Moodie has a singular mode of expressing herself when she refers to Lake Ontario. Instead of speaking of it as it has just been mentioned, she, referring to a troublesome passenger says:—"He kept up such a racket that we all wished him at the

bottom of 'the Ontario.'" Again she writes:—"On the 9th September the steamboat William IV. landed us at the then small but rising town on 'the Ontario.'"

It is possible that at the time Mrs. Moodie wrote, it was customary in some parts of Upper Canada so to speak of the lake, but if it was, it is strange no other author of any eminence cotemporary with that gifted authoress does so.

#### CHAPTER CCXLII.

##### The Rebellion of 1837-38—Events on the Lakes—Captains Drew and Arnold—The Capture of the Caroline.

In the early days of December, 1837, occurred at Toronto the first outbreak of the Canadian rebellion, which was speedily crushed in that portion of the province. Though such was the case, a number of the insurgents betook themselves to a small island, well covered with trees, in the Niagara river, almost opposite the then village, now town, of Chippawa, about three miles above the Falls, called Navy Island. Here they were under the command of William Lyon Mackenzie and an American named Van Rennselaer. Their design was the invasion of Canada by the lake. Mackenzie had formed what he called a Provisional Government, and there is no doubt that he and his followers thought they would be able to effect a landing on the Canadian shore.

It was an absolute necessity though, for the success of such an enterprise, that these self-styled "Patriots" should secure the services of a river steamer. Fortune favors the brave, it is said. In this instance it certainly favored the foolhardy. Imbedded in the ice, near Buffalo, was just such a vessel as they required. She is described as "a little steamer of forty-six tons, called the Caroline, belonging to one William Wells, of Buffalo, and originally constructed by the man afterwards known as Commodore Vanderbilt." The owner was only too pleased to hire out his boat, but he had an eye to possible loss; so, before the "Patriots" could obtain possession of the steamer, they were obliged to find a sufficient guarantee to Wells that he should be protected against any loss in case his vessel should be captured or destroyed. After events showed the prudence of Mr. Wells in adopting this precaution. The guarantee asked was forthcoming, and the Caroline placed under the command of a resident in Buffalo, Gilman Appleby, who had been a sailor upon the lake. On December 28th the steamer reached Navy Island, and immediately began the transport thither from

the American side of supplies and munitions of war, among which was included a small cannon. These proceedings at once became known to the troops on the Canadian shore, who were under the command of Colonel Macnab. It was deemed important, says a trustworthy authority, "to know all that could be learned, in view of a possible attempt to utilize the steamer to land the fillibusters on the Canadian shore. Two men were despatched in a small open boat to watch the Caroline's movements and to report the same to the Colonel in command. One of these was Captain Andrew Drew, an officer in the Royal Navy, who had recently been entrusted with the direction of the (Canadian) naval department." The other was the Deputy Sheriff of the Niagara District, Alexander McLeod. Regardless of danger, they proceeded in a small boat round Navy Island, until they obtained a view of the river's eastern channel. There they perceived the Caroline at anchor, apparently laid up for the night. On their return journey they were fired at several times and their boats injured, but they themselves escaped unscathed. As soon as they made their report to Colonel Macnab, it was decided by him that *coute qui coute* the steamer must not only be captured but destroyed, and that this must be effected at night. On the following day, December 29th, the Caroline continued the proceedings of the previous day, and the Patriots kept up a fire of musketry on the Canadian troops also. Loud murmurs were heard among the officers of the militia at what they considered the inactivity of Colonel Macnab, but before the day closed they became aware that their commanding officer was fully alive to the exigencies of the situation. As soon as it was dark preparations began to be made for the expedition which was under command of Captain Drew and consisted of seven boats, each one holding eight men, besides the officer in command. It is all but impossible to say who the officers were, each having charge of a boat, no two authorities agreeing on the subject. The orders given to Captain Drew were short and peremptory, "to take and destroy the Caroline wherever he could find her."

The flotilla got away from Chippewa and reached the Caroline about midnight. When within a dozen yards of the fated vessel they were perceived by the sentry, who, in response to his challenge, was told by the party they were "Friends." The sentinel then asked for the countersign, and on receiving the decidedly ambiguous answer from Captain Drew, "I will give it you when I get on board," was aware that his visi-

tors meant hostilities. He instantly alarmed the rest of the crew, but it was too late.

The Caroline was taken possession of without, as one historian puts it, "anything deserving the name of a serious conflict." The crew and passengers, thirty-three in all, were literally driven out at the point of the sword; and though one or two of the former showed fight and succeeded in wounding Lieutenant McCormick and two more of their a-sailants, the whole performance did not occupy many minutes.

Once the Canadians had possession of the vessel it was soon decided what to do with her. She was to be burnt and allowed to drift as she was burning down the stream and go over the falls. She was set fire to by Captain Richard Arnold who lived in Toronto for many years afterwards, and died there on June 18th, 1884. No living soul was on board her, and before she reached the cataract she went to pieces, only fragments of her going down the mighty sheet of water. An amusing account of the Rebellion is given in a parody on "John Gilpin," published in 1838, W.L. Mackenzie supplying the place of John Gilpin. The verses relating to the destruction are as follows:—

Rennselaer then took the command

Of those degraded wretches,  
For some had neither coat nor hat,  
And some not even breeches.

To Navy Island then they went,  
And there made a great splutter—  
A constitution printed off,  
And many threats did utter.

Alas! for Yankee modesty,  
It really is quite shocking,  
Some ladies made the rebels shirts,  
And some, too, sent them stocking.

Of many acts, which by our men  
Right gallantly were done,  
I've spun my verse to such a length  
I can relate but one.

And that the very gallant act  
Of Captain Andrew Drew,  
Whose name must be immortalized—  
Likewise his daring crew.

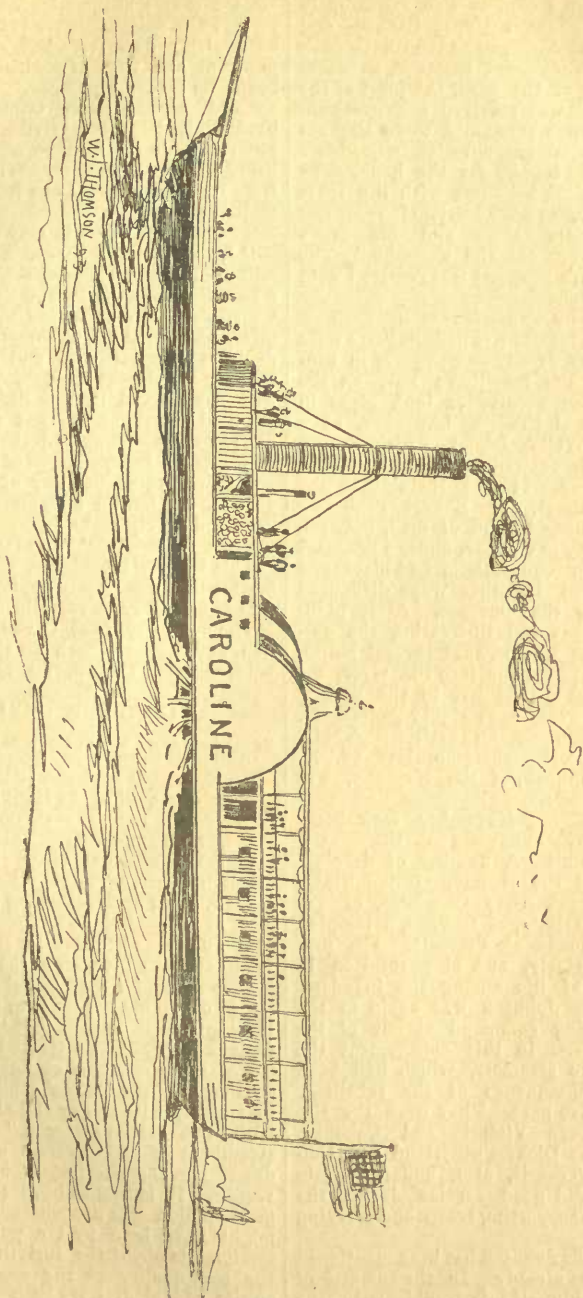
A Yankee steamer oft had tried  
The rebels aid to bring,  
This English seaman swore that he  
Would not allow the thing.

The captain and his gallant crew,  
Whose names I wot not all,  
From Schlosser cut the steamboat out,  
And sent her o'er the Fall.

Oh then the Yankees stormed outright,  
And spoke of reparation.  
A mighty flame then rose through this  
Tobacco-chewing nation.



THE STEAMER CAROLINE.





Captain Drew's exploit was rapturously applauded throughout Upper Canada, and in the following April, when the St. George's Society of Toronto dined together as usual on the evening of the 23rd, the toast of the "Royal Navy" was received with great enthusiasm. It was responded to by Captain Marryatt, the famous novelist, who, after he had returned thanks for the honor done to him in coupling his name with the toast proposed, gave, as an additional volunteer toast, "Captain Drew and his brave comrades who cut out the Caroline." The gallant Captain's proposal was received with loud acclamations.

#### END OF THE REBELLION.

For the next four or five months there were no naval events of any consequence in connection with the rebellion; but, on the 29th of May, an occurrence took place in the upper part of the St. Lawrence, at a place called Wells' Island, which caused quite as much excitement as the burning of the Caroline. It was there that the British steamboat, Sir Robert Peel, was seized by an armed band of men, between thirty and forty in number, under a braggart named William Johnson, who had blackened their faces and in other ways disfigured themselves for that purpose. After plundering the boat and ill-treating the passengers, among whom were several ladies, they took the vessel out into the river, set her on fire, and burned her to the waters' edge. There were about eighty passengers, who saved scarcely an article. A Mr. Holditch, of Port Robertson, lost \$6,000, and Captain Bullock, of the Neptune, was also a heavy loser.

In the following November took place what is always known as the Battle of the Windmill. A number of desperadoes on board the steamer United States and the two schooners Charlotte, of Toronto, and Charlotte, of Oswego, attempted to invade Canada at Prescott. The project failed utterly, and also resulted in serious loss of life among the invaders. The notorious Johnson was again to the fore, he having command of one of the two schooners. In this engagement the following lake steamers, which had been armed in consequence of the rebellion, played an active part. They were the Experiment, Queen Victoria and Cobourg, under Captains Dick, Sutherland and Colclough. The Transit, also, under Captain Richardson, did good service during the rebellion in transporting troops and carrying despatches.

The notorious Johnson has been mentioned more than once already. In the summer of 1838 he got himself into trouble with the

United States authorities on a charge of piracy, and only narrowly escaped the fate he so richly deserved; but, as an American paper at the time remarked, "good rope could be better employed." Johnson was accused, among other crimes, of having used United States territory on the St. Lawrence in furtherance of his plans, he being a British subject. While a fugitive from justice, he issued the following proclamation:—

"To all whom it may concern.

"I, William Johnson, a natural born citizen of Upper Canada, certify that I hold a commission in the Patriot Service of Upper Canada as Commander-in-Chief of the naval force and flotilla. I commanded the expedition that captured and destroyed the steamer Sir Robert Peel. My headquarters was on an island in the St. Lawrence. I yet hold possession of that station. I act under orders. The object of my movements is the independence of the Canadas.

"Signed this tenth day of June, in the year of our Lord one thousand eight hundred and thirty-eight.

"WILLIAM JOHNSON."

This boaster introduced a great deal of matter that was wholly irrelevant and which it is unnecessary to reproduce.

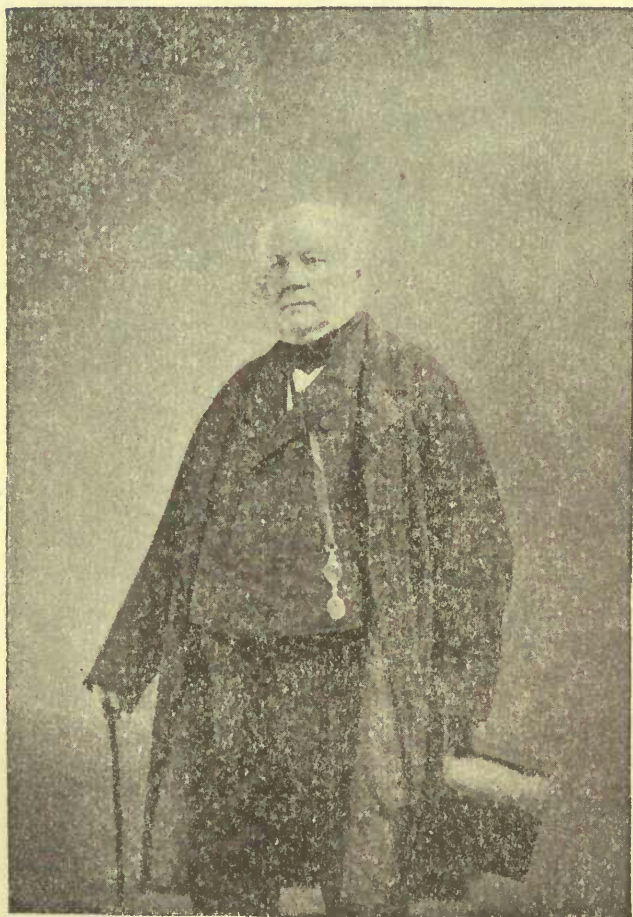
The end of 1838 saw the end of the rebellion, and matters, both on the lakes and on land, resumed their normal condition.

#### CHAPTER CCXLIII.

**Complaining Travellers — The Steamers Great Britain and Victoria — Captain Thomas Dick and Mr. Gilkison.**

Notwithstanding the troubled state of the province in 1838, the steamboat Sir F. B. Head, after undergoing extensive repairs, resumed her usual trips, leaving Peterborough for Claverton, Rice Lake, at 8 o'clock, a.m., and returning from the latter port at 12 noon, daily.

The owners of the Great Britain, Captain Whitney, in announcing the arrangements for the trips for that vessel for 1838, from Kingston round the lake to Oswego, assure their intending patrons that "the accommodations on board the Great Britain are not surpassed by any boat on Lake Ontario, the gentlemen's and ladies' cabins being fitted up entirely with roomy and airy staterooms, with two berths in each." None of the steamboat proprietors were at all modest in describing the excellences of their various vessels. It is sad to have to say that this good opinion was not shared so fully as it might have been by the public generally. Complaints about the incivility of servants, the bad quality of the meals, wines and spirits provided, were both loud and deep,



SIR ALAN NAPIER MACNAB, BART.

op. 870





though it was also pretty generally admitted that "things might be worse."

The Queen Victoria steamer has been mentioned as a vessel added to the lake fleet in 1837. She was commenced and it was the intention of Mr. Lockhart, her owner, to have her launched and running in that summer, but unavoidable delays arose, and it was not until April 3rd, 1838, that she was launched, nor until July 12 that her first trip was accomplished, under command of Captain Thomas Dick, from Niagara to Toronto and Hamilton, returning to the first mentioned place. The Queen Victoria was built at Niagara by Mr. Gilkison and was finally wrecked.

Before assuming command of this ship Captain Dick had commenced another vessel on the lake, which the *British Colonist*, Feb. 1, 1838, thus refers to:—

"The steamboat Experiment, Capt. Dick, left this port yesterday for Niagara, where she is undergoing necessary repairs, and early in the spring she will renew her regular trips between Toronto and Hamilton."

A week or two later a change was made in the command of this steamer, as it is learned from the *British Colonist*, 22nd March, 1838, that "the steamer Experiment, Capt. Wheeler, will leave for Burlington Beach and Wellington Square on Friday morning, the 16th instant, at 8 o'clock. The Experiment will for the present, and until Burlington Bay opens, ply between Toronto and Burlington Beach and Wellington Square, leaving Toronto every morning (Sunday excepted) at eight o'clock, and returning from the Beach the same day at one o'clock p.m., calling at the intermediate ports."

Possibly owing to the disturbed state of both the Upper and Lower Provinces, there were no great changes in or additions to the lake steamers in 1838. A steamer which was known as the *Gore*, of 200 tons, was commenced at Niagara, and she afterwards plied between Rochester, Cobourg and Toronto. The Experiment, Commodore Barrie, Burlington, Britannia, Cobourg, William IV. and Transit all ran, with the exceptions that have been mentioned, caused by the rebellion, as in 1837, and in the Bay of Quinte steamers there were no alterations. The Earl of Durham, who succeeded Sir Francis Bond Head as Governor, visited the Upper Province in July, arriving in Toronto on board the Cobourg on July 18th. The steamers Brockville and Kingston were now under command of Captains Brush and Lawless respectively, on their original route from Kingston to the head of the Long Sault. Captain Whitney relinquished command of the Great Britain at the end of this

season and assumed that of the American steamer United States, which he held until his death, which occurred from typhus fever on October 12, 1841.

The owners of the Queen Victoria appear to have had unbounded faith in their new vessel. They advertised her sailings as follows:—

"DAILY CONVEYANCE—TO AND FROM LEWISTON, QUEENSTON, NIAGARA AND TORONTO.—The new, splendid, and fast-sailing steamer, Queen Victoria, Thomas Dick, Commander, will, for the remainder of the season, ply daily between the above places, Sunday excepted, leaving Lewiston and Queenston every morning at eight o'clock and Niagara at half-past eight o'clock for Toronto. The boat will return each day from Toronto to Niagara, Queenston and Lewiston, leaving Toronto for these places at two o'clock p.m.

"Passengers by this boat will on Monday and Thursday arrive in Toronto in time for the William the Fourth steamer for Kingston and Prescott, and passengers from Toronto for Niagara will arrive in time there for the Rochester and Oswego steamers. On arrival at Lewiston railroad cars will leave for the Falls, and on arrival at Queenston stages will leave for the Falls, whence the passengers can proceed next day by the steamer Red Jacket from Chippawa to Buffalo, or by the railroad cars for Manchester.

"The Queen Victoria is fitted up in elegant style, and is offered to the public as a speedy and safe conveyance, having all the accommodation that passengers can desire, to whose comfort every attention will be paid.

"Niagara, 12th July, 1838."

The steamer Burlington resumed her daily journeys as usual in April of this year. Her commander was unchanged. The *British Colonist* of April 27th, has this advertisement respecting her movements.

"DUNDAS, HAMILTON AND TORONTO.—The steam packet Burlington, John Gordon, Master, will leave Windsor on Tuesday, Thursday and Saturday, at nine o'clock a.m. Leave Toronto on Monday, Wednesday and Friday, at eleven o'clock a.m., touching at Port Hamilton, Maitland's Wharf, B. B. Canal, Wellington Square, Oakville and Port Credit, on her way up and down.

"The boat will leave Port Hamilton on Wednesday, at eleven precisely.

"N.B.—Travellers by this boat to Dundas will always meet the stages for Galt and the inland country."

There was no change whatever on Lake Simcoe in 1838 respecting its solitary steamer, as will be seen from this notice taken from the *Colonist* of May 1st, 1838:

"LAKE SIMCOE—STEAMBOAT NOTICE.—The Peter Robinson will leave Holland Landing for the Narrows, via Barrie and Oro, every Monday and Friday, and via Georgina and Thorah every Wednesday. On return to the Holland Landing will leave the Narrows every Tuesday and Saturday, via Thorah and Georgina, and via Oro and Barrie every Thursday.

"The hour of departure for the Holland Landing and the Narrows will be eight a. m. precisely. WM. LAUGHTON, Managing Owner."

#### A FEARFUL CALAMITY.

A dreadful steamboat disaster occurred on Lake Erie on June 16th. The George Washington, on her passage from Detroit to Buffalo, when about 33 miles from the latter city, was discovered to be on fire, and before she could be run ashore was entirely consumed, nearly the whole of her passengers perishing in the flames or being drowned. Over thirty persons perished. They were chiefly Americans.

The Hamilton, Captain Mills, ran during the season of 1838 between Kingston and River Trent, leaving former place on Mondays, Wednesdays and Fridays at 8 a. m., and the latter on Tuesdays, Thursdays and Saturdays at 2 p. m.

In 1839 the Commodore Barrie, Captain Patterson, commenced her regular trips on April 8th, leaving Kingston on Mondays and Thursdays at 6 p. m. and Toronto on Wednesdays and Saturdays at the same hour, touching at intermediate ports. On the Bay of Quinte the Kingston began her season's work on April 17th in connection with the Sir James Kempt between Kingston and the River Trent. The sailing arrangements were the same as those of the year previous for the Hamilton, which in this year had both her route and her captain changed. The Hamilton, Captain R. Gaskin, made four trips a week between Kingston and Oswego, leaving the first port every alternate day, beginning with Sunday at 9 a. m. and the latter on the intervening week days at 8 a. m. and on Sunday at 7 p. m. Another Bay of Quinte steamer, the Albion, of 200 tons, built at Brockville, was launched this year. She had as captain W. T. Johnson. She ran from Kingston to Belleville, and sailed from both places on the same day as her competitor, the Kingston, but at different hours.

The Great Britain, Captain Jacob Herchmer, resumed her regular route from Kingston to Niagara and Oswego, calling at all intermediate ports. Early in April the Commodore Barrie, William IV and St. George ran from Kingston to Toronto. The river steamers Dolphin and Brockville,

ran in connection with the vessels just mentioned between Kingston and Dickenson's Landing daily, Sundays excepted.

Later in the season the Hamilton, Captain Gaskin, again had the route changed. Instead of from Kingston to Oswego, in October she began to run and continued to do so for the remainder of the year between Rochester, Toronto, Port Hope and Hamilton.

The Transit and Queen Victoria, under the Richardsons, father and son, ran this season as usual from Toronto to Niagara. The famous Gildersleeve launched a new vessel of 250 tons in 1839, at Kingston, naming her after himself, Henry Gildersleeve. She commenced her regular trips in the following season.

In 1840 another steamer appeared on Lake Simcoe, supplanting the Peter Robinson. She was known as the Simcoe, her managing owner being the same as that of the former vessel. She was thus advertised in the Toronto Patriot :

1840.

#### LAKE SIMCOE.

#### SUMMER ARRANGEMENTS.

#### THE STEAM PACKET SIMCOE

#### WILL LEAVE HOLLAND LANDING

#### For the Narrows.

via Innisfil, Barrie and Oro, Mondays and Fridays, and via Georgina, Thorah and Mara, Wednesdays.

#### RETURNING,

#### WILL LEAVE THE NARROWS

#### For Holland Landing.

via Mara, Thorah and Georgina, Tuesdays and Saturdays, and via Oro, Barrie and Innisfil, Thursdays.

#### Wind and weather permitting.

The hour of departure from Holland Landing and the Narrows will be eight o'clock a. m. precisely.

Will commence Monday, the 4th May, in connection with the stages.

WM. LAUGHTON,

Managing Owner.

Lake Simcoe, April 23, 1840.

#### CAPTAIN RICHARDSON'S VESSELS.

The two steamers in which Capt. Richardson had such an interest, namely, the Transit and Queen Victoria, were in this season commanded as in the one immediately preceding it. They were advertised to ply during 1840 as follows :—

#### LAKE ONTARIO.

Toronto, Niagara, Queenston and Lewiston.

#### THE STEAM PACKETS

#### TRANSIT AND QUEEN VICTORIA.

#### THE STEAMER TRANSIT.

HUGH RICHARDSON, Master, leaves Toronto daily, at half-past seven o'clock in the morning, for Niagara, Queenston and Lewiston; arrives at Lewiston at noon.

#### RETURNING :

Leaves Lewiston daily, at 2 p. m., touching at Queenston and Niagara; arrives at Toronto at 6 p. m.



**THE QUEEN VICTORIA.****HUGH RICHARDSON, JUNR., Master,**

Leaves Lewiston daily, at 7 o'clock in the morning, for Toronto, touching at Queenston and Niagara; arrives at Toronto at noon.

**RETURNING:**

Leaves Toronto daily at 2 o'clock in the afternoon, for Niagara, Queenston and Lewiston; arrives at Lewiston at 6 p. m.

By the Transit, passengers may proceed from Toronto to Niagara Falls and Buffalo, or from Buffalo to Toronto, with ease, in the course of the day.

*No luggage taken in charge unless booked and paid for.*

May, 1840.

Captain Dick, formerly commanding the Experiment and later the Victoria, was in this year in charge of the Gore, that vessel with the Britannia, Captain William Colclough, and the Burlington, Captain Robert Kerr, forming a line from Rochester and intermediate ports via Toronto and Hamilton to Niagara. It is worthy of note that steamboat advertisements are far more concise now-a-days than they were then. The following advertisement is copied from the *Toronto Patriot*;

**LAKE ONTARIO—1840.**

*New Line of Low-Pressure Steamers from Rochester to Cobourg, Port Hope Toronto, Hamilton, Niagara and Lewiston.*

**THE NEW AND FAST SAILING STEAMER****GORE.**

Three Times a Week.

CAPTAIN THOMAS DICK.

**W**ILL, until further notice, leave **ROCHESTER**, at Sunset, and the lower Landing at half past ten, every Monday, Wednesday, and Friday Evening, for **COBOURG**; and will leave Cobourg for **PORT HOPE** and **TORONTO**, every Tuesday, Thursday, and Saturday Morning, at half past 5 o'clock.

Returning, the Gore will leave Toronto for Rochester, touching at Port Hope and Cobourg, every Sunday, Tuesday and Thursday night at 9 o'clock; and will leave Port Hope at half past 4, and Cobourg at half past 5, every Monday, Wednesday, and Friday morning for Rochester. The Shafts and Cranks of this Boat are of wrought iron.

Passengers from New York, by this route, for Cobourg, Port Hope and Toronto, [by leaving New York on Tuesday, Thursday, or Sunday morning, and taking the Railroad from Albany to Auburn] will reach Rochester in 36 hours—in time for the GORE—and will arrive at Toronto within 54 hours. Passengers from Toronto for New York will arrive at Rochester in time to take the Mail Stage for Auburn at half past one p. m., or the Swiftsure line of Stages at six p. m., and arrive at New York within 55 hours.

**THE STEAMER****BRITANNIA.**

CAPT. WILLIAM COLCLOUGH.

Piles daily, (Sundays excepted,) between Toronto and Hamilton,—touching at the intermediate Ports,—in connection with the Gore;

leaving Toronto at 8 A. M., and Hamilton at 2 P. M. and meets the steamer

**BURLINGTON.**

CAPT. ROBERT KERR

at Hamilton about 12 at noon. The Burlington, having a new low-pressure engine, will leave Hamilton every afternoon (Sundays excepted), at 2 o'clock, for Niagara and Lewiston, touching at Grimsby and Port Dalhousie, (near St. Catharines, from which place a carriage will meet the boat regularly,) and arrive at Lewiston in the evening.

Returning, she will leave Lewiston at 7 o'clock every morning, and Niagara at 1 past 7, for Hamilton, touching at Port Dalhousie and Grimsby, weather permitting, and arrive at Hamilton about noon.

Cobourg, April 4th, 1840.

N. B.—Luggage, parcels, and packages, at the risk of the owner, unless booked and paid for. The proprietor will in no case hold himself responsible for any loss of or damage to goods of any description, on board the above Steamers, occasioned by fire, the dangers of the navigation, the act of God, or the Queen's enemies.

On April 18th, 1840, a great fire took place at Kingston, which resulted in the entire destruction of the Ottawa and Rideau wharves, the steamer Cataragui, the schooner Dora Nelson, besides an immense quantity of goods, including 10,000 barrels of flour, pork and potash. The Lake Ontario Steamboat office was also destroyed. The fire was supposed to have been caused by sparks from the funnel of the American steamer Telegraph. An accident also happened to the steamer conveying the Governor General from Niagara to Toronto, in the middle of April. She got aground eight miles above the harbor, and His Excellency reached Toronto in a jolly boat after a row of eight miles. He left Toronto again for Kingston, on Friday, April 24th, on the steamer St. George. An advertisement appeared in the Toronto papers throughout June, as well as in those published at Rochester, of cheap excursions on July 4th, by the Gore steamer, for the benefit of pleasure seekers. This aroused the wrath of the notorious "Bill" Johnson, known to fame as the hero of the Sir Robert Peel incident, and he, not for the first time, issued a proclamation. It appeared undated in the very first days of the month, and read thus:—

Wm. Johnson, Commodore, etc., Lake Ontario. Whereas, as public notice has appeared in a Rochester daily paper, that the British steamer Gore, Capt. Dick, of Toronto, W. C., offers to make two pleasure trips from the landing at Carthage on the 4th inst., the anniversary of American Independence, and whereas it is well known that Dick and the owners of this boat are violent British Tories and bitter enemies of American Democratic institutions, but in order to fleece American citizens and fill their coffers with half dollars at their expense, they pretend to aid in the celebration of a day they abhor and detest.

The inhabitants of Rochester are therefore warned "if they value life," not to patronize these excursions, and so avoid not only "the



danger to be apprehended, but the disgrace and dishonor of countenancing and patronizing a party who hate Democracy and who have exulted and triumphed in the burning of the *Caroline* and murder of American citizens."

By command of his Excellency.

BENJAMIN LETT, P. C.,

On board the flagship *Reverge* off the Ducks.

This same Benjamin Lett was almost simultaneously with the appearance of this silly production arrested on a charge of attempting the destruction of the steamer *Great Britain*.

Early in June about the 5th, just as the *Great Britain* was preparing to leave Oswego on her journey to the Canadian shore, a man brought on board a small box, containing three jars of gunpowder packed in wool, beneath which was concealed a lighted slow match. This box was placed with other baggage in front of the door of the ladies' cabin. A few minutes after the boat left the wharf the explosion took place which was not so destructive as had been intended, the injury being confined to the breaking of a few windows in the ladies' cabin and the blowing up of the skylight above. The boat put back immediately and the man who brought the box on board was arrested together with another man whom the former announced as the chief instigator to the diabolical attempt. This man was "Bill" Johnson's friend, Benjamin Lett, and he was at once transmitted to Auburn, N. Y., county jail, but owing either to extraordinary vigilance on his part, or want of it on the part of his custodians, he made his escape when about four miles from his destination.

The steamboat owners were very unfortunate in this summer, no fewer than three of their vessels being disabled in as many days. The *Ontario* broke her shaft in ascending the rapids from Dickenson's Landing. The *Gore's* machinery also broke down on her journey between Rochester and Cobourg, the Commodore Barrie assisting her into Port Hope. While disabled the *Britannia* was placed upon her route. The third accident occurred to the *St. George* which broke her shaft on July 8th when ten miles out from Oswego on her journey across the lake. The *Britannia* again enacted the part of the Good Samaritan, towing the *St. George* also into Port Hope.

Later in the season a slight change was made in the arrangements, as will be seen by the following :

#### NOTICE.

THE STEAMER

**GORE,**

**W**ILL leave **TORONTO** for **KINGSTON**, on *Tuesday Evening next at 9 o'clock*; and will leave **KINGSTON** for **TORONTO** on *Wednesday Evening*, on the arrival of the

steamer from Prescott. *Cabin Passage, 1 1/2 Dollars and a half,*

(Meals extra.)

*Deck Passage.....One Dollar.*

The **GORE** will leave *Toronto* for *Rochester* on Thursday and Sunday evenings as heretofore.

Toronto, July 7, 1840.

The 32nd Regiment, or rather the commissioned officers thereof, do not appear to have been enthusiastically fond of boating as they thus advertise :

#### FOR SALE,

**A SIX-OARED GIG**—complete in every requisite—New York built. For particulars, apply to the *Messman of the 32nd Regiment*.

Toronto, July 21, 1840.

This notice appeared in the *Patriot* for many successive weeks.

#### MILITIA AT QUEENSTON.

A great public meeting of the Canadian militia and others was held on Queenston Heights on July 30th, and this was the occasion for an imposing naval display. The meeting itself was convened for the purpose of raising funds to restore the monument erected to the memory of General Brock, the recent destruction of which had been attempted.

Four steamers left Toronto for Niagara at about half past seven in the morning : The *Transit*, Captain Richardson, decorated with evergreens, reminded one of "The Wood of Birnam," and Malcolm's direction, "Let every soldier hew him down a bough and bear't before him"

seemed to have been fully observed ; this moving grove was relieved by the bright standards of the National Societies, the colours of England, Scotland and Ireland producing, through the leafy screen, an effect as beautiful as impressive ; The *Queen Victoria*, Captain Richardson, Jr., also decorated with flags, ensigns and streamers ; The *Gore*, Captain Thomas Dick, bearing aloft a mighty Union Jack, left the city wharves, the *Transit* and *Victoria* leading by about three miles, the *Gore* following in their lee ; The *Traveller*, Captain Sandom, R. N. waited at the Garrison wharf for His Excellency the Lieut. Governor, who with his Staff embarked as the *Gore* passed by ; His Excellency being received by a guard of honor of the 32nd Regiment ; the pair of Colors—bearing the word "Niagara"—presented to the old Incorporated Militia of Upper Canada by His Most Gracious Majesty George the Fourth, then Prince Regent, were placed on board the *Traveller*, the fine band of the 34th Regiment being also on board.

#### THE ARRIVAL AT NIAGARA.

After a delightful passage, the four vessels keeping in sight of each other, Fort George soon rose to view, and while ap-

proaching the month of the River Niagara, the passengers of each were gratified in seeing on the right two steamers bearing rapidly down, as if from Hamilton, while on the left a leviathan of the lake was pressing on to the place of assembling; on the arrival of each vessel at the wharves, which, with the adjacent banks, were peopled with a dense crowd, it was received by a lusty shout of welcome, and a thundering salute from a long eighteen-pounder, which, remarkably enough, had the day before been unearthed from its forgotten resting place, where it had remained buried since, perhaps, the battle of Queenston, and what then, as an engine of destruction, poured forth its iron hail against the enemies of the gallant Brock, now figured as the peaceful herald of the hero's friends.

THE MOVE TO QUEENSTON.

After waiting some short time at Niagara, the eight steamers assembled in line, and started for Queenston in the following order :

The Traveller,	The Gildersleeve,
The Colbourn,	The Burlington,
The Gore,	The Britannia,
The Queen,	The Transit,

When the grand procession passed Fort Niagara (U.S.) scarcely a living being was to be seen. As the fleet moved upwards, the sight was animating in the extreme—eight fine vessels streaming with ensigns, the Royal Standard of England, in particular, flying at the mast head of the Traveller, all breasting together the cataract-fed current of the rushing river, the numbers of brave men on board of them, all united in one common noble purpose, and the martial strains which floated on the breeze, all contributed to the effect; the overhanging banks crowded with persons, some waiting to gaze as the vessels passed, others hastening onward to keep pace with them, adding to the beauty of the scene.

The meeting was duly held, and it was decided to rebuild a new monument. Sad to say, after all this enthusiasm, that it took nearly twenty years to do it.

The Toronto yearly regatta took place on August 1st, the anniversary of the battle of the Nile.

The skiff match for prizes of \$20, \$10 and \$5 had five competitors. The winners were R. Renardson, J. Goodin and John Iredale. In the race for sailing boats under two tons nine were entered. A dispute arose as to the winner.

Two boats started for the four-oared match;

prize a silver cup valued \$60. They were the Sylph and Water Lily, and the former won by six lengths, time 28 minutes. The amateur skiff match was won by Mr. Angus Morrison. The prize was a silk ensign and silver cup.

The day was fine, and the Transit, under Captain Richardson's command, was at the service of hundreds of guests, to whom the ever hospitable sailor was a genial host. The band of the 32nd Regiment furnished the music.

DIVIDENDS AND DISASTERS.

This advertisement from the *Patriot* was doubtless most comforting to the individuals referred to.

NOTICE.

THE stockholders of the *Steam Boat Cobourg* are hereby notified that the Committee have this day declared a dividend of two pounds Currency per Share, payable on or after the 12th instant, at the office of W. L. Perrin, Esquire, Toronto.

By order of the Committee.

DAVID M. PATERSON,

Secretary.

Toronto, 4th August, 1840.

On October 8th, as the Gildersleeve was about leaving Cobourg for Hamilton, her boiler exploded with considerable force, scalding two men severely.

Later in the month there was a serious accident to the steamer William the Fourth, while on her passage down the lake on Oct. 28th. This was caused by a heavy south sea breaking in the false sides of the ship and causing her to take in such large quantities of water that serious mischief was threatened. To save her from sinking she was run aground in South Bay, where the mail bags, passengers and captain were transferred to the Malcolm, an American vessel, which had come alongside to render what assistance she could. The Malcolm then proceeded to Kingston, arriving there with her cargo and all on board the same night in safety.

There was much discontent all through the two provinces at this period with the postal arrangements, and the establishment of a mail line by steamer from Toronto to Kingston had been decided upon. In anticipation of this event the following advertisement was issued from Montreal:—

POST-OFFICE NOTICE.

TENDERS will be received by the Deputy Post Master General, at the Post Office, Montreal, until Noon on Saturday, the 5th Dec. prox., for the conveyance of Her Majesty's Mail, by STEAM-BOAT, between Dickenson's Landing and Toronto wharf, for a term of years, commencing with the navigation of 1841.

The conditions for the required engagement are described in a Notice, which may be had at the Post Offices of Montreal, Kingston, Cobourg and Toronto, and at the General Post Office, Quebec.

Montreal, 4th Nov., 1840.



At the end of 1840 the steamer *Cobourg* disappeared from the lake service and was offered for sale, as will be seen from the following notice:—

FOR SALE.

**PUBLIC NOTICE** is hereby given, that the *Steam Boat COBOURG*, with Engines, Furniture, &c, &c, as she now lies, will be sold by Auction (if not previously disposed of by private sale) on

*Monday, the 1st day of February next, at 12 o'clock, at Brown's Wharf.*

The above boat is propelled by two Low Pressure Engines, of 50 horse power each, which are in good order,

By order of the Committee,

DAVID M. PATERSON.

Secretary.

Toronto, U. C., 9th Nov., 1840.

The landing place known for so many years as Rees' Wharf, at the foot of Simcoe, then Graves street, Toronto, was completed in 1840 and was thus advertised:

TO MERCHANTS AND FORWARDERS.

TO LEASE ON REASONABLE TERMS.

**T**HE new wharf and other premises recently erected at the foot of Graves street. The Wharf is well adapted for the shipment of Produce, Lumber, &c., being but for a short time during the winter season obstructed with ice.

Toronto, 29th November, 1840.

Among schooners on the lake during this season were the *Hero* and the *Margaret*. They conveyed large quantities of goods from Kingston to Toronto, Hamilton and Niagara.

Just as the year was closing it was announced by the *Kingston Chronicle*, of Dec. 2nd, that "her Majesty's new steamer, *Minos*, recently built at Chippawa, has received her machinery, and proceeded up Lake Erie a few days since on her trial trip. She is very strongly built and goes at the rate of twelve miles an hour."

THE SECOND FRONTENAC

In 1841 there were yet more additions to the steam vessels on Lake Ontario besides those intended for the Royal Mail Line. The *Frontenac*, the second of the name, appeared on Lake Ontario, her route being from Toronto to Kingston. She was at first a sort of naval free lance, and caused much consternation to the proprietors of the other steamers on the lakes by the low rate at which she carried passengers. No record, though, exists that the travelling public were at all distressed at these proceedings on the part of her owners. On the contrary, they appear rather to have appreciated the unusually cheap fares. It is just barely possible that if similar competition were to ensue now between our two great railway companies, with a like result, their patrons would not add to their perplexities by complaints of being charged too little.

The steamer *Burlington* was burned at the Queen's wharf, Toronto, on the morning of

Tuesday, March 30th, 1841. Fortunately no lives were lost.

The *Cobourg Star* of April 7th, 1841, has this paragraph:—

"**OPENING OF NAVIGATION.**—Early on Monday morning [this would be on April 5th] the well-known bell of the *Gore* drew all hands to the wharf, to greet the first arrival of the season—a most welcome event truly in the present state of the roads and after four months winter. The *Gore* takes her old route to and from Rochester and Toronto, calling at Cobourg and Port Hope on her way down for the present twice a week, viz., Mondays and Thursdays in the morning, and returning the following evenings. She is this year commanded by Capt. Kerr, a gentleman favourably known to the travelling public as late captain of the *Burlington*—Capt. Dick, who formerly sailed the *Gore*, having now charge of his own vessel, the *Toronto*."

There were no alterations in either of the Bay of Quinte steamers for 1841, the *Kingston*, Capt. Harrison, and the *Albion*, Capt. W. T. Johnson, running as before.

The *Union*, Captain Drummond, was on the route between Kingston and Rochester, leaving each place three times a week.

The Commodore Barrie, Captain Patterson, to quote her advertisement for the season, "plied between the following ports:—Prescott, Kingston, Oswego, Wellington, Cobourg, Port Hope, Bond Head Harbor, Port Darlington, Whitby, Toronto, Hamilton, Niagara, Lewiston and Queenston."

The City of Toronto, of the R. M. Line, ran from Toronto to Niagara every Monday, leaving the former place at 8 a.m., and returning from the latter in the afternoon. The *Britannia*, *Transit*, *Victoria*, and *St. George* were also all fully employed during the 1841 season. They early all connected with the steamers of the R. M. Line.

The steamer *Vulcan*, Richard T. Johnson, appeared on the upper St. Lawrence between Kingston and Belleville in August, leaving the former place on Mondays, Wednesdays and Fridays, and the latter on the alternate days. She is described by the *Kingston Chronicle* as being "a new boat, and a most desirable conveyance for passengers and freight."

The *Cobourg* began to run again somewhat late in the season, as will be seen from the following advertisement, which reads:—

REDUCED FARES BETWEEN KINGSTON AND TORONTO.

THE STEAMBOAT COBOURG.

LIEUT. ELMSELEY, R. N., COMMANDER, WILL ply between Kingston and Toronto, calling at Cobourg and Port Hope each way, weather permitting, until further notice



Leaving Kingston, every Monday and Thursday evening at 7 o'clock, and

Toronto, every Wednesday and Saturday, noon, at 12.

Cabin fare between Kingston and Toronto, \$4. Do. from Kingston, or Toronto, to Port Hope and Cobourg, \$2. Deck fare to all the above ports, \$1.

The Cobourg has undergone a thorough repair during the last winter, and an improvement was made in her boilers which has considerably increased her speed; she is now not inferior to any boat on Lake Ontario. In point of *safety, comfort and convenience*, and it is well known to be one of the best sea boats on the Lake. As she will not be detained waiting for the mail, the above hours will be punctually attended to. Passengers with their baggage will please be on board before the time appointed for sailing.

For freight or passage, having superior accommodations, apply on board or to

W. L. PERRIN.

Toronto, August 15th, 1841.

In 1841 the new steamboat Prince Edward was built at Gardner Island for the Bay of Quinte route. She made her trial trip to Bath and back in three hours. "She is beautifully finished, but being rather crank in the water it will probably be necessary to give her false sides." So said one of the local papers.

The steamboat Prince of Wales, built at the marine railway and intended for the bay, was also launched in this year. She had the engine of the Sir James Kempt.

On August 9th a terrible disaster occurred on Lake Erie, when the steamboat Erie, an American vessel, Captain T. J. Titus, was totally destroyed by fire and nearly two hundred people perished. Not a paper nor an article of any kind was saved. There were between thirty and forty cabin passengers, of whom ten or twelve were ladies. In the steerage were one hundred and forty passengers, nearly all of whom were German or Swiss immigrants. It was a singular coincidence that the Erie was burned at almost the same spot where the Washington, also an American vessel, experienced a similar fate in June, 1838, a very little more than three years previously. It is not pleasant to have to record that instead of being the last to leave his ship, Captain Titus was one of the very first! Such conduct is happily as rare in the American mercantile marine as in the British.

The Kingston regatta took place under the patronage of Captain Sandom, R.N., on August 29th. Among the names of the stewards on the occasion are those of Henry Gildersleeve, Lieut. Harper, R.N., Samuel B. Harrison, and John Roy, all of whom were well-known men throughout the entire province.

The events were five, and consisted of:—Sailing match, value \$48; Six-oared race, \$40; Four-oared race, \$30; Skiff race, \$20;

and a skiff race, open to all comers, for two prizes of \$16 and \$10 each.

It was a *sine qua non* that all boats were to be bona fide British built.

The day was fine and everything passed off with great eclat.

The Toronto regatta was held on August 31st. There was scarcely any change in the programme from that of preceding years.

In 1842 the Britannia ran between Hamilton and Toronto, her old route, with Captain J. Gordon in command.

COMMODORE BARRIE, FAREWELL.

The Commodore Barrie for a brief period was on her accustomed course, but her day had all but passed, for on May 4th, when she had only been running for a few days, the end came.

The *Toronto Examiner* of May 4th, 1842, reports the closing scene in her life thus briefly:—"We regret to learn that the steamer Commodore Barrie, plying between Kingston and Belleville, was run foul of by a schooner on Saturday night last, and sunk. The crew and passengers were all saved, but the vessel and cargo, (about 500 barrels of flour), will prove a total loss." The accident occurred nearly opposite Presque Isle, the Barrie colliding with the schooner Canada, going up the river."

The *Kingston Herald* also describes the accident, and adds with dignity:—"As the matter will probably undergo a judicial investigation we abstain from any comments on the facts. The night was cloudy."

A steamer built in Canada in this year plied between Buffalo and Detroit; she was known as the Kent, and called at the intervening ports.

There was at the time what a shipping notice of April 11 in that year describes as a "new line of steamers." They ran four times a week from Toronto and Hamilton to Rochester. They were the America, Captain Henry Twohy, and the Gore, Captain Robert Kerr. The former left Toronto, calling at Port Hope and Cobourg, at 9 o'clock every Sunday and Wednesday evenings, and Rochester every Tuesday and Saturday mornings also at 9 o'clock, calling at Cobourg and Port Hope. The Gore left Toronto on Tuesdays and Fridays at noon, and Rochester on Mondays and Thursdays at 9 a.m. These steamers also plied between Toronto and Hamilton. Parcels and luggage were, the notice is careful to add, "at the risk of the owners unless booked and paid for." Mr. E. S. Alport was the agent in Toronto. Later in the year, in August, the America and Gore made three trips a week instead of four, and called also at Bond Head, Darlington and Oshawa.

The same year a steamer known as the St. David ran from Kingston to Lachine, accomplishing the journey in about twenty hours.

The Toronto Regatta, under the patronage of the Mayor, took place on September 5th. The presidents were Mr. Hugh Richardson and the Honorable J. Elmsley, R. N., and among the list of stewards are the names of Captains Steele, Stewart and Baldwin, all of the Royal Navy, also Captains Dick and Colcleugh, of the lake steamers. There was but one sailing match open to all boats built upon keels and under ten tons. There were seven other competitions, all rowing matches. The total amount of the prizes was only £77 10s currency, a little more than \$200. There was little interest taken by the public in the proceedings.

The same steamers as in 1841 ran from Toronto to Niagara in connection with the mail line to Kingston. A steamer that for many years did good service on the lake was commenced this season at Niagara. She was of 400 tons burthen, was called the Chief Justice Robinson, was built by Captain Richardson, formerly of the Canada, and was for some time commanded by his son, Hugh Richardson, jr. Her bow was of peculiar construction, she having an enormous cutwater, not unlike a double furrowed plough. This was to enable her to cut through ice the more readily, and it to a very great extent accomplished its intended purpose. The Administrator, of equal tonnage with the Chief Justice, was built at or nearly the same time, and her route at first was the same as that of the latter. The Despatch, a small vessel of 200 tons, built, it is believed, at Hamilton, and running between that port and Toronto, Captain Edward Harrison, also made her first appearance in this year. The Welland, of 300 tons was also launched in 1842. She had various routes, but ran for many years, being finally burned in 1856. A steamer called the Lady of the Lake, which was afterwards changed into the Queen City, was launched in 1843. She was the property of the American Steamboat Company and her route was at first from Toronto to Niagara. She was looked upon as a crack vessel and great things were expected of her.

#### SUTHERLAND'S NEW STEAMER.

When the navigation opened in 1843 there was yet another new steamer known first as the Commerce, afterwards as the Eclipse, Captain James Sutherland. Her route was Hamilton and Toronto. All the Canadian steamers carried goods and passengers for the United States, in connection with a New York line of vessels plying between Oswego and New York, whose announcement of sailings for 1843 reads thus:—

#### OSWEGO LINE OF LAKE BOATS.

THE Proprietors of this Line desire to inform the Public that their DAILY LINE OF LAKE BOATS will run between NEW YORK and OSWEGO, direct (without transshipment at Albany or Troy), as heretofore, during the Season of 1843.

#### THE STEAMBOATS

##### ST. LAWRENCE, ONEIDA AND EXPRESS

Run in our Line (exclusively), giving us superior facilities for transporting Property to and from the different places on

LAKE ONTARIO AND RIVER ST. LAWRENCE.

Connected with the Line are

##### TEN SUBSTANTIAL SCHOONERS.

Plying between OSWEGO and the various Ports on

##### LAKE ERIE AND THE UPPER LAKES.

The agents of this line were: In Kingston, J. H. Greer; in Toronto, George Urquhart, who resided on Yonge street, and in Hamilton, Messrs. Gunn & Browne. The Gore, Admiral, America and Chief Justice all resumed their usual course in this season, the Transit and the Queen Victoria also, so that, considering the population of Upper Canada at this time, the means of transportation from place to place can not be deemed to have been inadequate. The Eclipse was one of the steamers that ran in connection with the Royal mail line, as also did the Chief Justice. It is somewhat amusing to note how very complacently the owners of the steamboats describe their various crafts. The advertisement issued respecting the sailings of the Eclipse just mentioned is a case in point. She is described as the

##### ROYAL MAIL STEAMER

##### ECLIPSE,

##### CAPTAIN JAMES SUTHERLAND.

THIS new and fast sailing steamer will, until further notice, leave Hamilton for Toronto at 7 o'clock a.m., and returning, will leave Toronto at 3 o'clock p.m., touching at the intermediate ports. The above boat has been built expressly for this route, and offers superior accommodation to the travelling public.

Hamilton and Rochester Steamboat Office,  
Toronto, 31st July, 1843.

The reason the Eclipse received that name instead of the Commerce was on account of the fact that on her trial trip from Niagara to Toronto she accomplished the distance in less time than the Lady of the Lake, then looked upon as the swiftest vessel. Her name was thereupon changed to Eclipse, she having "eclipsed" anything then upon the lake.

The Brockville, Captain Maxwell, was between Kingston and Dickinson's Landing; the Prince of Wales, Cryslar, and Prince Edward, W. T. Johnson, were on the Bay of Quinte; the Union, still under Captain Burns, was on her old route, while in con-



nection with the lake steamers the Pilot, Robert Gilpin, and the Bytown, Sugbred, left Kingston for Montreal every Tuesday and Thursday respectively.

The events of the season of 1844 do not call for any very extended comment.

From Kingston ran the steamer Pilot for Montreal direct, advertised thus:—This well known, favorite low pressure boat will resume her regular trips on the opening of navigation, leaving Kingston as usual every Tuesday at 2 p. m., and Montreal every Thursday at 6 p. m.

The owners beg to intimate that some improvement has been made in her boiler, by which they expect her speed will be very materially increased; also other improvements to the boat in general, thereby adding to her comfort and convenience. H. & S. Jones.

Capt. Bonter succeeded W. T. Johnson in command of the Prince Edward on the Bay of Quinte.

#### A PLEASANT ARRANGEMENT.

It was widely advertised that the new and fast sailing steam packet Prince Edward (Captain Bonter) "will commence running on the Bay of Quinte on Monday next, and continue during the ensuing season as follows:—Will leave Belleville for Kingston every Monday, Wednesday and Friday evening, at 6 o'clock, touching at the intermediate places on her way down.

"And will leave Greer's wharf, Kingston, for Belleville and the River Trent every Tuesday and Thursday evening, at six, and every Saturday evening at four, touching at the intermediate places. N.B.—Passages free for reverend gentlemen of all denominations."

This was very pleasant for the "reverend gentlemen."

On April 14th a propeller, afterwards known as the London, containing an engine of 25 horse power, was launched at Cobourg. She was the property of Mr. Baker, of that town, and was intended for the carrying trade from there to Montreal.

The steamers Favorite, Britannia and Rob Roy, forwarding steamers under Captains Jones, Maxwell and Dickinson, received and forwarded goods, produce and passengers from Montreal to Kingston and vice versa, by the Rideau canal and River St. Lawrence. It goes without saying, that the agents for these steamers, both in Kingston and Montreal unite in describing them "as being all of the first class and fitted up in a style equal to any on the route." Such may have been the case certainly, but it is somewhat disquieting to find travellers who tell a somewhat different tale. For instance Bonnycastle in his book of travels, referring

to this period, makes loud complaints about the absence of comfort experienced and emphatically pronounces "the charge for wine shameful, seven shillings and sixpence a bottle and stuff of the most inferior quality." The charge may have been true but the gallant major should have remembered that he could hardly expect as much comfort on a river steamer as at the Royal Engineers' mess.

The old Traveller disappeared this year. This is the last ever heard of her:—

"Steamboat for sale at Kingston dock yard. To be sold by auction, at Kingston dock yard, on Tuesday, the 28th of the present month, Her Majesty's steam vessel Traveller, with her engines and boilers complete." The advertisement proceeds further to describe the steamer as "a fine, fast-going vessel of 352 tons, with a first-rate engine of 90 horse power, in perfect condition. She is now riding at the moorings in Navy Bay, off the dock yard, had a thorough caulking in August last, when she was housed over; her hold and decks have been well aired with heated stoves during the winter months. She may be examined, and also her machinery, every day previous to the sale, (Sundays excepted), within the working hours

"A deposit of 25 per cent. to be made at time of purchase, the remainder of the purchase money to be paid before the ship is removed, which is to be done within one month of the sale, at the sole expense and cost of the purchaser." Jas. Linton, Auctioneer.

In 1844 was widely advertised the

#### DAILY LINE BETWEEN BUFFALO AND NIAGARA FALLS.

The fast sailing, low pressure steamboat,  
EMERALD,

CAPT. VAN ALLEN.

WILL leave Buffalo every day for Chippawa and Port Robinson, at 9 o'clock a.m., and returning will leave Port Robinson at 12 o'clock noon, and the railroad dock, Chippawa, at 12 o'clock p.m., except on Sundays, when she will leave Buffalo at the same hour for Chippawa only, and returning will leave Chippawa at 4 o'clock p.m.

By this route passengers leaving Buffalo at 9 o'clock a.m. will have an opportunity of viewing Navy Island, Niagara Falls and the splendid scenery of Niagara river, and arrive at Queenston in time for the boats proceeding to Toronto, Oswego, Rochester, Kingston and Montreal. Returning will arrive in time for the eastern cars and the boats going west on Lake Erie. Passengers leaving Toronto in the morning and taking the cars at Queenston and the Emerald at Chippawa will reach Buffalo before 5 o'clock in the afternoon. Cars also leave Queenston in the evening after the arrival of the steamer that leaves Toronto at 2 p.m.

June. 1844.



The Admiral left Hamilton for Oswego every Tuesday and Saturday at 2 p.m. She called at Oakville, Port Credit, Toronto, and Port Hope both going and returning. The American and Gore were on the route between Toronto and Rochester.

#### THE CRUISE CHEROKEE.

During the latter end of 1843 was commenced at Kingston a vessel of 700 tons burthen which, when launched the following year, received the name of the Cherokee. She was built under the direct superintendence of Mr. Tucker, the naval constructor, sent out to Kingston from England by the Imperial Government. She was commanded by Captain Davis, R.N. Her chief officer was Lieutenant Riccalton, while Dr. Pierce was her surgeon. Her armament consisted of six and nine pounder guns, eighteen in all. She cruised between Kingston, Toronto, Hamilton and Niagara. On her trips from Kingston to Toronto and back again Captain Thomas Dick almost invariably piloted her. His fee for this service was five pounds each way, but he thought himself well compensated by the good time he had aboard with the officers, and he used to distribute his pilot fees among the men. After sailing about Lake Ontario for some years the Cherokee was taken to Halifax, and after being lightened up was sold to Captain Gaskin, who was assisted in his purchase by E. M. Yenwood, late of Kingston, then connected with the Bank of Montreal. Captain Gaskin ran her as mail boat between Halifax and St. John's.

Another vessel named the Mohawk, also a gunboat, but of very much smaller dimensions, being only of 150 tons burden, was built at Kingston about the same time as the Cherokee. She cruised on Lakes Erie and Huron. Her first commander was Lieutenant Tyssen, R.N. He was succeeded by Lieutenant Herbert. The Mohawk was broken up in the early "fifties."

The Frontenac, Captain Ives, plied from Kingston to Toronto and vice versa.

The Charlotte, Bytown and Caledonia ran from Kingston to Montreal as heretofore, as did also a line of propellers.

The next season the Eclipse, Captain Gordon, ran between Toronto and Wellington Square for part of the time, and for the latter portion of the year extended her journeys to Hamilton. The America continued her old route from Toronto to Rochester. The Queen Victoria, Admiral, Transit and Chief Justice ran in connection with each other, and also in connection with the R. M. steamers from Toronto to Niagara and the head of the lake. The Forester, a small steamer of about 250 tons, was launched in the spring of 1845, and made her trial

trip on Rice Lake on April 15th. On the 16th of the following September she began under Captain L. L. Weller to run regularly from Peterborough to Gore Landing.

The Gore disappeared this season from Lake Ontario. Under the command of Captain James Dick she was taken through the Welland canal, from thence to Lake Huron.

She was the first steam vessel belonging to the mercantile marine that plied upon Lake Huron and the Georgian Bay.

There were no material alterations made either in the steamboats themselves or in their commanders for the season of 1846. The Despatch, previously mentioned, ran from Toronto to Hamilton, Captain Edward Harrison being her captain. But if there was little alteration in the vessels sailing from one port to the other, there was a very great deal of change in the fares, ruinous competition being the order of the day between the rival owners. The *Toronto Globe* of May 13th thus refers to the subject in an article headed

#### "THE STEAMBOAT MONOPOLISTS."

It thus writes:—"The high fares which the owners of steamboats in this province have levied on the public, and which we conceived it our duty to animadvert pointedly upon last year, are now producing their legitimate fruits. The glittering prize has produced strong competition between two classes of proprietors who have hitherto not disturbed each other. If the fares had continued reasonable, such as not to put narrow limits on the natural advantages this province enjoys for travelling, this might never have occurred. But unreasonably high fares have produced a revulsion to the other extremity. Captain Richardson reduced the fare to Kingston to \$3, a fair price which might have satisfied the public, and afforded an ample remuneration to the proprietors, but the opposite party was not contented and now the passage, as we are informed, may be made for the ruinously low price of \$1, and between Toronto and Hamilton for one shilling, or anything." The paper, after some general remarks on the subject, concludes its article by assuring the steamboat proprietors that any attempt to revert to the former high fares will only provoke new and more determined opposition, adding, in a somewhat lofty tone of patronage, "Captain Richardson's line, as far as we can learn, is best entitled to support."

A pleasure steamer, known as the Island Queen, Captain H. Ives, ran from Kingston to Wolfe Island, calling at Garden Island daily. She made four trips each way. Her season extended from May 1st to November 1st, on the Bay of Quinte.

The City of Kingston, Captain W. C. Lawless, made three trips a week between Kingston and Belleville, calling at the usual stopping places.

A very important meeting, Mr. T. Gibbs Ridout presiding, was held at Toronto on December 28th, "for the purpose of establishing a line of freight propellers between Toronto and Oswego." Mr. George Brown, the well-known Canadian statesman, attended and spoke in support of the project. Mr. Brown also referred to the injury done to the country by the exorbitant steamboat fares which he said "shackled business, confined knowledge, and were felt as a grievous burthen by the whole of the community." The meeting came to an end after passing various resolutions relative to the water traffic.

Trade was exceedingly quiet and times dull when the season of 1847 opened, so it is not at all surprising to learn that there were great complaints from the owners of lake and river steamers of the scarcity of passengers and the absence and smallness of freights. The steamers America, Admiral, Eclipse, Despatch and Chief Justice all were on their accustomed routes. In addition to these was a steamer called the Telegraph, Captain Mason, plying between Toronto and Hamilton.

The *British Canadian*, published at Toronto, August 14th, in the same year contains the following interesting notice: "Marriage. On August 6th, by the Reverend J. Barclay, M.A., at St. Andrew's church, Toronto, Captain T. Dick, steamer Chief Justice Robinson, to Joanna, only daughter of the late John Carfrae, Esquire."

This year was marked by the fearful mortality caused among the emigrants from the United Kingdom to the Canadas by typhus fever, or, as it was more generally called, emigrant fever. No record exists as to the number of those who died from its effects, but it is generally believed to have exceeded one thousand souls. Two new vessels, that afterwards became great popular favorites on the lakes, were launched in the early summer of 1847. They were the Passport and the Magnet. The first of these was the property of the Honorable John Hamilton. The *Kingston Chronicle* of June 12th remarks in a casual manner, as if new steamboats were as plentiful as blackberries, "We have heard that a trial trip has been made of the Hon. John Hamilton's new iron steamboat the Passport, and that she proves to be, as was anticipated, the fastest boat on these waters." The second of these vessels, the Magnet, was launched at Niagara. Mr. Gunn, of

Hamilton, was a very large shareholder. He, in company with the president of the Hamilton Board of Trade and several of the merchants of that city, were present at her launch on July 3rd. The materials of which the Magnet was built were imported from England. The vessel was a great credit to the Niagara Dock Company, as well as to Captain Sutherland, under whose direction she was built. It goes without saying that the owners of the Magnet considered their vessel "the best on the continent," but they were, for Canadian steamboat owners of the day, fairly modest. They only advertised her at first as "the finest vessel on Lake Ontario."

These two steamers fulfilled, indeed more than fulfilled, all expectations indulged in concerning them by their owners. More than forty-six years later, in 1893, they are both still on the route from Toronto to Montreal, and are likely to long continue there.

An accident occurred to the Transit steamer, formerly owned by Captain Richardson, in July. While on a journey up the St. Lawrence she struck a sunken rock, which sunk her in shoal water. She was raised and towed down between barges to the Marine railway, Kingston, but the fastenings giving way as she lay near the wharf, she went down in deep water and became a total wreck.

A well-known sailing vessel, the Scotland, was built at Toronto and launched there in May of this year. Thomas Brunskill, of Toronto, was her owner, but she did not begin to make regular journeys until the following year. Navigation appears to have had an early start in 1848, as the Eclipse resumed her trips from Hamilton to Toronto on March 15th. All the other lake steamers began their journeys at the end of the same month or very early in the following April.

#### STRANGE, THOUGH TRUE.

A correspondent of one of the Toronto newspapers, dating from Queenston, March 30th, 1848, relates: "This morning has witnessed an unprecedented spectacle, long to be remembered in connection with the Falls. Suddenly the waterfall retired to a considerable extent towards the centre, so that the table rock was left dry sufficiently to enable those who had the good fortune to be in the vicinity to go as far across the river above as to be directly over the tremendous fall. This feat was accomplished by ladies and others. Several bayonets, muskets, etc., were picked up. The water has since returned to nearly its usual level. The cause of the occurrence is attributed to the accumulation of ice at the ingress to the river from Lake Erie, closing for a time the inlet."



Of steamers on the upper St. Lawrence, running in connection with the Hamilton, Toronto and Kingston boats, the Empire, Captain Bonter, ran from the River Trent to Montreal and vice versa, all through the season, leaving Montreal on Mondays and the Bay of Quinte on Thursdays. The steamers British Empire and British Queen plied from Prescott to Montreal so long as the river was open for navigation.

An accident attended with the most lamentable loss of life occurred on Lake Erie early in May to the Commerce, a propeller plying on that lake. The following extract from a private letter written by a lady residing near Dunnville gives a very good account of the circumstances. It is dated Port Maitland, May 9th, 1848, and reads as follows:—

"I fear my letter will almost be too late, but this most melancholy accident on the lake has so occupied all our attention that I could not write before. You have probably seen full particulars of it in the papers, but as it occurred within two miles of us I will mention it again.

"The Despatch steamer, on her way to Buffalo, ran into the Commerce propeller, bound for Port Stanley with a detachment of the 23rd Regiment on board. She sank in fifteen minutes, and forty men, women and children were lost.

"The assistant surgeon had left a wife and child in Kingston. He was lost. The other three officers were saved but lost everything they had. One of them said he had just drawn three months' pay in advance. Henry went to see them to-day. They were all taken on board the Minos (the Government steamer). We just now saw them leaving in the Earl Cathcart. The ensign (Sir Henry Chamberlain) and a few men are to remain here to attend to the melancholy duty of burying any of the poor fellows whose bodies may be washed on shore. They are bound for London. The regimental plate, wine, stores, etc., are all lost, and a very large sum of money. About seventy men are saved. The most of them were without clothes. They have been partly supplied from Dunnville and this neighborhood, and we all sent them all the bedding and blankets we could spare. A poor little fellow, son of the commissary in Montreal, was going up with them for a pleasure trip and he was lost. You may suppose it banished everything else from our minds."

## CHAPTER CCXLIV.

### The Trade of the Lake Still Continues to Expand—The Mail Steamers and Other Matters.

With the spring of 1849 the various steamships that were running in the previous season between the lake ports resumed their journeys. The line from Toronto to Rochester ran as in the season preceding, and consisted of the same vessels. There was a slight change on the Niagara line, though, the advertisement issued from the steamboat office, 22 Front street, Toronto, announcing that

#### THE STEAMER CITY OF TORONTO, IN PLACE OF THE STEAMER CHIEF JUSTICE ROBINSON,

**WILL**, until further notice, leave Toronto for Niagara, Queenston and Lewiston, every Morning. (Sundays excepted), at half-past seven o'clock, commencing on Monday, April 1st, returning, will leave Lewiston at one o'clock, P.M.

This arrangement only lasted a very short time.

The Admiral, Eclipse and other steamers all continued on their respective routes.

As an instance of the time it then took for a journey from Toronto to Ottawa, it may be mentioned that, with hard work, it might be accomplished in 48 hours; that is, from Toronto to Kingston in twenty, and from the latter town to Ottawa in twenty-eight hours. The following advertisement will show how tedious was the journey. Under date Kingston, June 5th, 1849, Macpherson & Crane thus advertise:

#### THE LOW PRESSURE STEAMER

##### BEAVER,

##### CAPTAIN BELL,

**WILL** ply, during the Season, between KINGSTON and BYTOWN, and vice versa, twice a-week, as follows—leaving Kingston every Tuesday and Friday Morning, at Nine o'clock, and Bytown every Wednesday and Saturday Evening, after the arrival of the *Phoenix* from Grenville, affording to Western Travellers the most interesting and comfortable route to or from the *Caledonia Springs*.

##### DOWNWARDS:

Will leave	Kingston	at 9 A.M.
"	Kingston Mills	10 "
"	Upper Brewer's	1 P.M.
"	Jones' Falls	3 "
"	Isthmus	6 "
"	Oliver's Ferry	9 "
"	Smith's Falls	10 "
"	Kilmarnock	12 Midnight.
"	Merrickville	2 A.M.
"	Burrill's Rapids	5 "
"	Beckett's Landing	6 "
"	Long Island	9 "

And arrive at Bytown at 12 o'clock, noon.

The season of 1849 witnessed a terrible accident to many of the passengers on the steamer *Passport*, while on her journey from Montreal to Kingston. It is thus described by the *Globe* of July 1st in that year:—

We regret to announce that a most frightful accident occurred to the steamer *Pass-*



port on Thursday evening, on her trip up from Montreal to Kingston. We have as yet received no accurate account of the lamentable affair, except what we have been enabled to glean from passengers who reached here last evening, but we believe that the following narrative will be found substantially correct :—

It appears that the chief engineer of the *Passport* has recently been appointed to a better situation, and his successor not having been appointed, the boat on the night in question was in charge of the second engineer. Unfortunately at the time of the accident the second engineer had retired to his berth, leaving an inferior officer in command—he being, as afterwards appeared, an illiterate person, unable to read or write.

About 9 o'clock p.m. the *Passport* was off Lancaster (16 miles below Cornwall), the under deck being loaded with steerage passengers—when the boat took the ground. Orders were given to stop the engine and back out ; it appears that to do this, from the peculiar construction of the engine, the engineer should have opened one cock and shut another. He opened the first, but it is said neglected to shut the other. The steam in consequence rushed from the cylinder, through the hot-well, in among the steerage passengers—and the scene which followed may be imagined. The shriek which broke from the unhappy sufferers we are assured was frightful and was heard several miles off. The utmost consternation struck all on board, the character of the accident being for some time unknown ; four persons jumped overboard, of whom two were saved, but it is feared the other two were drowned.

Capt. Bowen and his officers were most energetic, and the simple nature of the disaster having been ascertained and confidence somewhat restored, every exertion was made to relieve the sufferers. A surgeon came off from Lancaster to their assistance, and the scalded passengers having been brought on deck, it was found that 44 were severely injured. We are told that the scene during the night was horrible in the extreme ; the cabin was strewed with men, women and children suffering the most frightful agony, and the shrieks of the dying rang throughout the night. After some delay the boat proceeded to Cornwall, by which time nine of the sufferers had expired. A coroner's inquest was held by Dr. McDonald and Mr. Dickson, and evidence taken—but we learn that no verdict was rendered, the enquiry having been adjourned.

The sufferers in this unfortunate affair were all immigrants. About twenty of them were left behind at Cornwall, and the

remainder were brought up to Kingston. We understand that four additional deaths have resulted since the coroner's inquest sat, and that many others are very seriously injured.

The following correspondence has taken place between Capt. Bowen and the cabin passengers who were on board the *Passport* at the time of the accident, and from what we know of Capt. Bowen's assiduity as a commander, and his kindness to his passengers, we are satisfied that he deserves all that is said of his conduct on this lamentable occasion :—

"On Board the Steamer *Passport*, }  
"June 28, 1849. }

"CAPTAIN BOWEN,

"Dear Sir,—We, the undersigned passengers on board the steamer *Passport*, feel it our duty to record our sense of the prompt and able manner in which you succeeded in allaying the fears of the passengers as well as in averting, as far as possible, the danger to which we were exposed on the evening of the fatal disaster, which occurred on the 27th inst., on our journey from Montreal to Kingston. We feel satisfied that the lamentable occurrence was not in any way attributable to a want of due vigilance on your part, as commander of the steamer, and we have much pleasure in tendering to yourself, as well as to Mr. Howard and other officers of the ship, our heartfelt thanks for their kind attention to the unfortunate sufferers on this melancholy occasion

"A. Logie, Francis Lee, Wm. H. Lee, R. L. Lee, Julia Kirchoffer, Margaret Blews, Frances Lamb, Jemima Cleland, Lucy Alcorn, Anne Alcorn, Jane Hutton, James Gullier, James Gullier, jr., James Hutton, Wm. W. Woodcock, John Come, Timothy Lamb, Thomas Yerman, G. H. Cutlins, G. Powell, Frederick A. Ball, H. D. Black, Wm. Heighton, A. W. Clelland. A. Baird, B. Cosgrove, Samuel Alcorn."

(REPLY.)

"*Steamer Passport*, June 28, 1849.

"MAJOR LOGIE,—

"Dear Sir,—I beg to return our sincere thanks for the very handsome testimonial, which yourself and fellow-passengers now on board the steamer *Passport*, have so kindly offered as a testimony of the conduct of myself, Mr. Howard, and others, officers of the ship, on the evening of the fatal disaster which occurred on the 27th inst., on the steamer's passage from Montreal to Kingston, and to assure you that we shall ever entertain a high sense of the kind consideration shown to us upon that melancholy occasion by the whole of the cabin passengers.

"I also beg to thank you, sir, for the

very handsome manner in which you were pleased to enclose the said testimonial.

"I have the honor to be, Sir,

"Your very obliged humble servant,  
(Signed) "WM. BOWEN."

The following additional particulars are from the *Kingston Argus* :—

On hearing of the unfortunate affair, the owners of the boat immediately telegraphed to Cornwall to have all necessary medical aid supplied, and attendance given to the sufferers.

Below we give a list of the killed and injured.—The two first on the list were young women who jumped overboard on the first alarm and were drowned.

Drowned—Jane Rooney, Hannah Forsyth.

Dead—Mary and Jane Brown, Mrs. Glassner and two children, Christina Barnhart and one child, James Ferguson, Mrs. Boyd, son and daughter, Mrs. Garvin and daughter, Jane Calton.

Injured severely—Thomas Bridle, Hugh Halton and wife, J. Ferguson, Arthur O'Connor, John Brown, Thomas Gordon, P. Sullivan, Ann Hickey, Peggy Cummins, Ann Brown, Robert Ross and wife, C. Knox.

Slightly—Catharine Mullin, Mrs. Small, Wm. Cook, two Canadians, Hugh Montgomery, Wm. Hannah.

#### TINNING'S CIGAR BOAT.

A very peculiar vessel plied at this time on the bay between Toronto and the Island opposite, known as the "Cigar Boat," from the peculiar nature of its construction. The hull consisted of three hollow cylinders, bolted well together and pointed at each end like a cigar. She was a steam side wheel vessel, the property of Mr. R. Tinning, the wharfinger.

She was anything but a success and in the spring of 1850, owing to the floods that had occurred both at the east and west of the city, whereby the Don and Humber bridges were swept away, Mr. Tinning leased the vessel, her machinery having been removed, to the Toronto City Council, for use as a pontoon bridge over the Don until the bridge was repaired. Of course all the upper portion of the vessel had been taken away as well as her machinery. The very first night she was moored at the Don the ferrymen who, when she arrived found, like Othello, "their occupation gone," sank her, and she had, of course, to be raised. Nevertheless, she was again placed in position, and guarded each night by special watchmen to prevent further outrage. When the bridge was repaired, the old "Cigar," or what was left of her, was not used for any other purpose, but laid by, and was eventually broken up.

On March 20, 1850, the Toronto *Examiner* announces that the steamers America and Eclipse have taken "their usual places on the lake," the former plying between Toronto and Rochester, and the latter between Toronto and Wellington Square. The same paper also refers to a new line of steamers, consisting of the Passport, New Era and Comet, that was to be established on Lake Ontario and the River St. Lawrence in the season then ensuing. They were to run from Hamilton to Toronto, thence to Montreal, touching at all intermediate ports, in thirty three hours, without transshipment. The steamer City of Toronto was now wholly the property of Thomas Dick. That enterprising mariner had, during the winter of 1849-50, at considerable expense furnished her with new boilers and iron paddles, refitted and put her in such a state of good general repair that she almost resembled a new boat. The Toronto, in the early days of 1850, took the place of the Chief Justice for a short time on the Niagara route, so as to allow the latter to receive some necessary repairs after her winter work, which she had performed without intermission in rough and smooth weather. A little later the Chief Justice resumed her usual course. As soon as ever Burlington Bay was free from ice in 1850—that was about April 1st—the steamer Rochester, Captain John Masson, ran from Browne's wharf for Lewiston and intermediate ports, meeting the steamers at Lewiston running in connection with the Oswego and Syracuse Railroad.

The "Horse Boat" has been fully described in the "Landmarks," but the subjoined advertisement relating to that old institution on Toronto Bay will prove interesting to many readers; it is headed thus :—

#### CHEAP PLEASURE.

THAT Safe and Convenient Horse Boat, the PENINSULA PACKET, will leave Mr. Maitland's Wharf, foot of Church street, every day at 10 o'clock, a.m., 12, 2 4 and 6 p.m., for the Peninsula Hotel. Returning at 11 a.m., 1, 3, 5 and 7 p.m. precisely.

Fare to and from, 75¢. Family Season Tickets \$4 each. Swings and Merry-go-round, etc., for the amusement of Children. Dinners, Lunches, Teas, etc., to be had at the shortest notice.

Good Pasture for Horses and other cattle, which can be conveyed over by the first boat—not later.

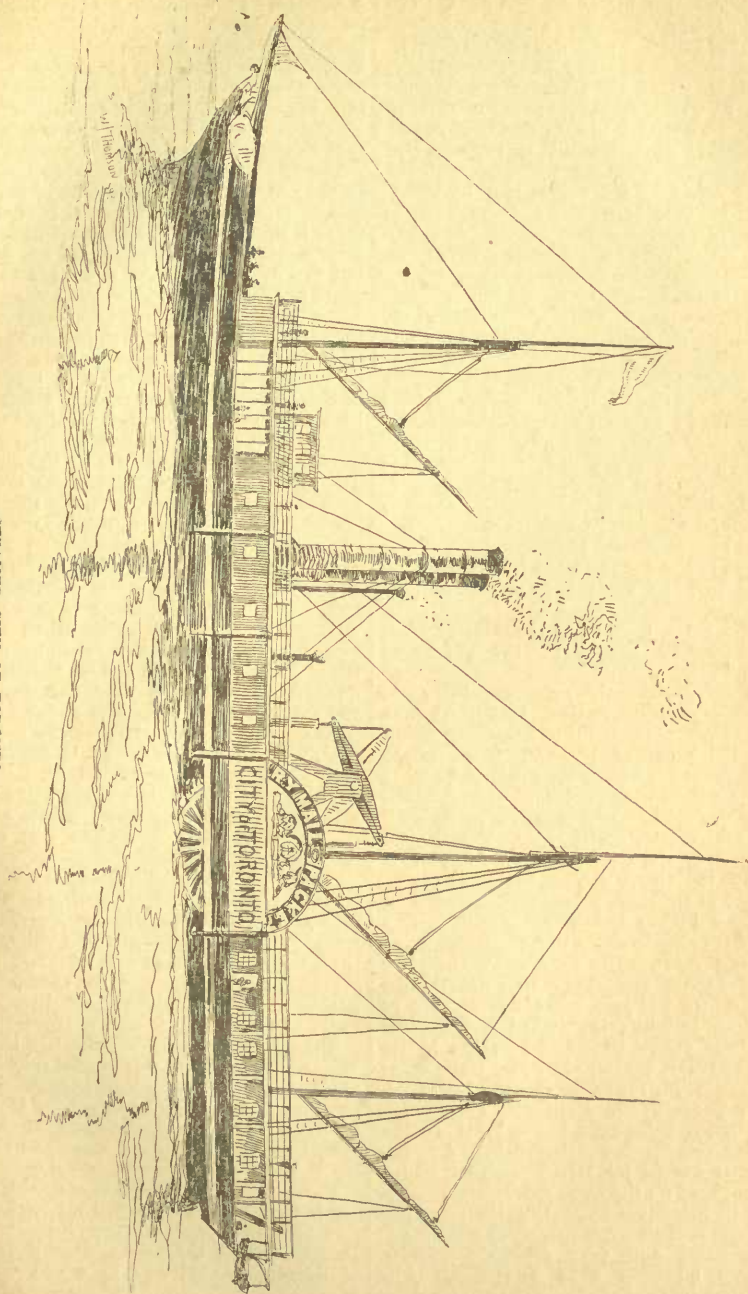
Toronto, 1850.

L. J. PRIVAT.

Terrible floods, the result of two days' successive rain, occurred on April 3rd. They were attended by great destruction of property throughout the entire province, especially at Toronto. The Don bridge on the Kingston road was completely carried away, communication from the east with Toronto was for a time entirely cut off, and the east-



STEAMER CITY OF TORONTO.





ern mail delayed for about two days. The bridge at the Credit was also greatly damaged, the mail for two days having to be carried over in a scow. The swing bridge at the mouth of the Humber was carried away, as was also that over the Mimico creek. In addition to the great destruction of property, unfortunately loss of life had to be added, more than one person being carried away by the floods and drowned.

In the closing days of April the *Toronto Examiner* reports a meeting held in Kingston of the various steamboat owners on Lake Ontario under this heading:—

“THE STEAMBOAT CONVENTION.

“A convention of the principal steamboat proprietors on both sides of the lake was held at Kingston last week.

“The agreement they came to was this: That through line should pay to the owner of lake boats \$1 on each cabin passenger and half a dollar on each deck passenger brought by them, the through line, from Montreal to Hamilton.

“Mr. Bethune was to receive the amount of the fares for all passengers carried from Toronto to Lewiston that the through line brought to the former place from below, no matter in what boats they had their passage.

“The rates were to be the same as when the opposition ceased in the preceding season.”

Notwithstanding this agreement there was something of an opposition, though it was not sufficiently powerful to have any effect upon the rates of passage. The freight steamers that ran from Montreal to Toronto and Hamilton, which included the *Ottawa*, *Britannia*, *England*, *Scotland*, *Ireland*, *Hibernia*, *Western Miller*, *Free Trader* and *Commerce*, were all able to carry from twenty to thirty cabin, besides a large number of steerage, passengers. Depending as they did upon freight for remuneration they were able to carry these passengers at very low rates. The agreement therefore that the other steamboat proprietors had entered into was just what the owners of the steam freight ships wished for. Several schooners, among them the *Western Miller* and *Governor*, chartered by Mr. Dawson, of Halifax, N. S., ran in the season of 1850 between Toronto and Halifax. They took Canadian and brought back West Indian produce and Nova Scotian fish. Another schooner owned by Mr. Thompson Smith was engaged on the same enterprise.

While ascending Lake Ontario on April 22nd the propeller *St. Lawrence* was struck by lightning and very seriously injured. Happily no lives were sacrificed. The *Kingston Whig* of the same date has a short

paragraph announcing the “first boat of the through line, the *Comet*, Captain Taylor, leaves Kingston for Toronto and Hamilton at twelve o'clock noon to-day. This is the first boat of the new line, and will be followed in due succession by the *New Era* and *Passport* as soon as they can be got ready.”

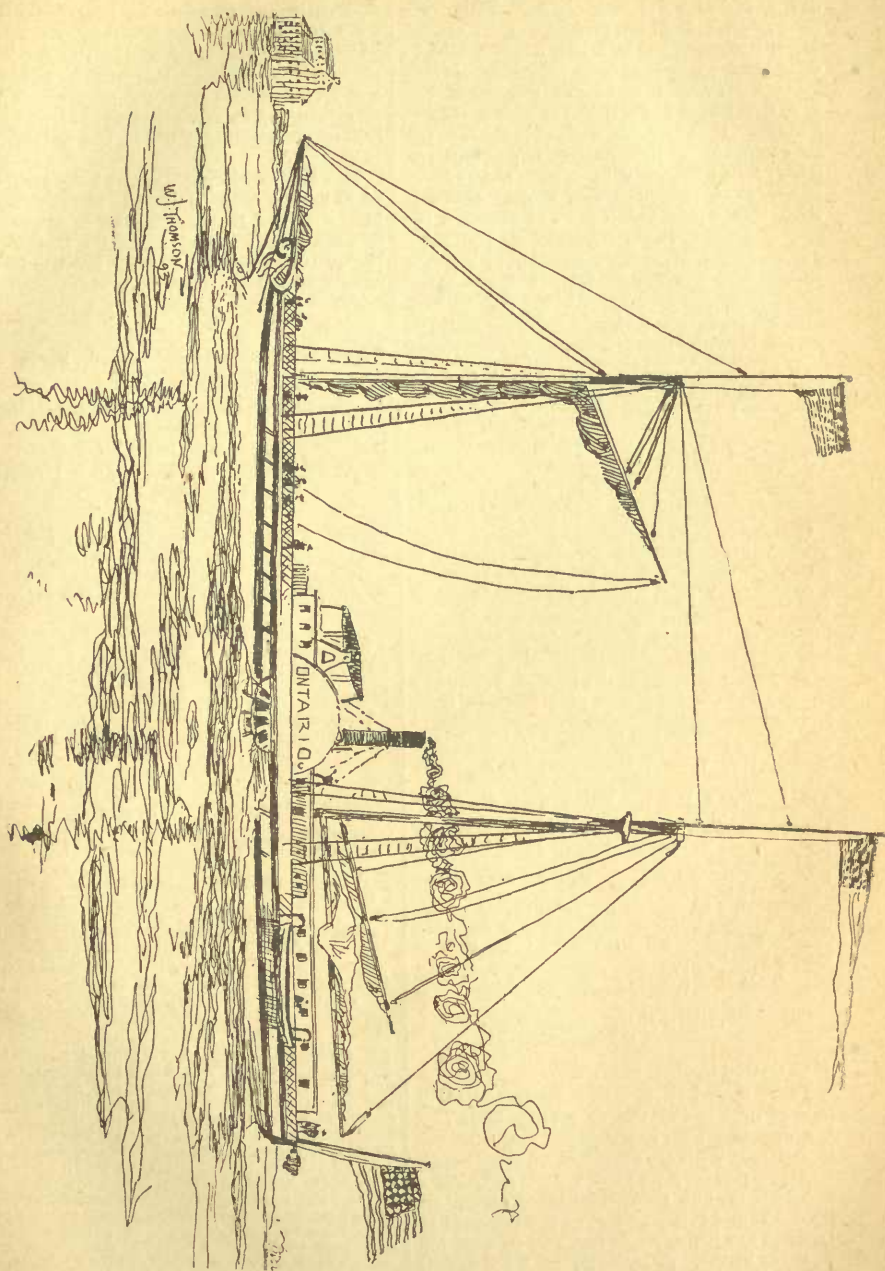
The American line of steamers from Oswego to Toronto, Kingston and intermediate ports, consisted throughout 1850 of four vessels, the *Cataract*, *Pay State*, *Ontario* and *Northerner*. The *Niagara*, also an American vessel, made bi-weekly trips from Toronto to Oswego and vice versa.

The Admiral had new boilers put in during the spring, and in June was put on the *Niagara* route as a morning boat from Toronto to Lewiston. On June 7 the Governor-General accompanied by seventy members of both houses of the Legislature, about eighty Government clerks and some dignitaries and reporters, started from Toronto in the Chief Justice for the Welland Canal, for the purpose of visiting the Public Works there progressing. The steamer returned to Toronto the following day. A sad disaster, accompanied by awful loss of life occurred on Lake Erie on June 17th, the steamer *Griffith*, with passengers for Buffalo, being burned to the water's edge. The number of deaths exceeded 250 souls. A new vessel named the *Highlander*, afterwards one of the through line from Montreal to Toronto, was built and completed in July. She was described by the press of the time as “a splendid boat.” The *Sovereign* for a very brief period in 1850 formed one of the R. M. line from Toronto to Kingston, but in the end of May was placed on the *Niagara* route and remained thereupon during the rest of the season.

On Lakes Simcoe and Huron there was also what was known as the Royal Mail Line of Steamers. On the former the *Morning* ran from Holland Landing to Orillia, from thence passengers were conveyed by stage to Sturgeon Bay, which port the steamer *Gore* left each week for the Sault Ste. Marie, calling at all the intermediate ports.

The new steamer *Mazeppa*, Captain William Donaldson, was in the very beginning of the season of 1851 announced to commence running on or before the 15th day of April, between Toronto and St. Catharines, leaving Toronto at 7 a.m., and returning leave St. Catharines at 1:30 p.m.

Passengers who left Toronto by this route arrived in St. Catharines in time to take the line of stages (meeting the *Emerald*, for Buffalo) passed through a beautiful tract of country, conspicuous in which was the Welland Canal, with its many splendid



STEAMER ONTARIO.



docks, and also a view of Niagara Falls from the British side of the river.

For freight or passage the captain was to be applied to.

#### SYSTEM OF SIGNALLING.

It will be seen by the following correspondence that a system of signals for the convenience of the public attending the wharves of Toronto by which the uncertainty as to which wharf vessels entering the harbor would touch at, was removed :—

*To the Editor of the Patriot.*

SIR,—I this morning suggested to Captain Richardson, our active Harbor Master, the convenience it would afford to the citizens generally as well as to the carters and cabmen, if a signal were carried by all steamers entering the port of Toronto during the day, designating the wharf at which they intend to put up.

To which suggestion I received from Captain Richardson the enclosed reply which you will oblige me publishing in the *Patriot*.

Yours etc.,  
JNO. G. BOWES.

Toronto 8th May, 1851.

#### HARBOR MASTER'S OFFICE, May 8, 1851.

WORTHIPFUL SIR.—Reflecting upon your suggestion of this morning regarding signals, it struck me that they could not be too simple.

All vessels possess a Union Jack, or ought to, and thereupon I consulted with Capt. Sutherland of the Magnet and we agreed upon the following, to designate Wharfs, with something like the following announcement, if your Worship should see fit.

All vessels arriving at the Port of Toronto in the day time, and desirous of protection from the authority of the Corporation, will designate the Wharf they intend to stop at by the following signals :

For Georrie's Wharf, Union Jack at Bowsprit end.

For Browne's Wharf, Union Jack at Mast-head.

For Maitland's Wharf, Union Jack at Staff-aft.

For Tinning's Wharf, Union Jack in Fore-rigging.

For Helliwell's Wharf, Union Jack over

Wheel house (land side.)

Vessels not finding room as expected at the wharf designated, will change their signal to that of any other wharf, where they wish to seek a berth.

I have the honor to be,

Worshipful Sir,

Your most obed't servant,

HUGH RICHARDSON,

HARBOR MASTER,  
Port of Toronto.

John G. Bowes, Esq., Mayor.

There were but few changes in the early part of 1851 in the vessels plying upon Ontario or the St. Lawrence. The steamer Comet met with an accident on April 21st, whereby not only was the vessel rendered a total wreck, but three lives were also sacrificed. While lying at one of the wharves in Oswego her boiler exploded, and in addition to those killed, many others were dreadfully injured. Running on the St. Lawrence from Kingston to Montreal in connection

with the steamers on the upper lakes were the Commerce, Western Miller and Scotland, all steamers under the command respectively of Captains Purdy, Cochran and Marshall. There were no alterations on either Lakes Simcoe and Huron in the sailing arrangements which had obtained in 1850.

The Highlander, which has been mentioned as having been built in the summer of 1850 with the Champion, also a new boat, and the May Flower, formed a line which began its career on August 26th. It was widely advertised thus :

#### NEW THROUGH LINE.

Toronto, Hamilton, Niagara Falls and Buffalo Direct.

The New and Magnificent Upper Cabin Steamers

CHAMPION .. .. .	Capt. MARSHALL
HIGHLANDER .. .. .	" STEARNS
MAY FLOWER .. .. .	" PATERSON

Will run as follows, viz:—

#### UPWARDS.

##### FROM MONTREAL:

Highlander..... Champion..... Mayflower  
Tuesdays..... Thursdays..... Fridays  
At 2 o'clock p.m. and Lachine on the arrival of  
the 5 p.m. Trains.

##### FROM OGDENSBURGH.

Wednesdays .. Fridays .. Saturdays  
At 2 o'clock p.m., or on the arrival of the Express Train.

##### FROM KINGSTON:

Wednesdays ... Fridays ... Saturdays.  
At 8 o'clock, p.m., arriving at Toronto and Hamilton early the next day.

#### DOWNWARDS.

##### FROM LEWISTON.

Champion, ... May Flower, ... Highlander,  
Mondays .. .. Wednesdays .. .. Saturdays.  
8 a.m.

##### FROM TORONTO:

Do., Do., Do., Noon.  
Do., Do., Do., 10 a.m.  
Tuesdays, ... Thursdays, .. Sundays, 4 a.m.

##### FROM OGDENSBURGH:

Do., Do., Do., 10 a.m.  
And are intended to arrive in Montreal the same Evenings, in time for the Quebec Boats, at 7 o'clock,

IN addition to the above named ports, the boats will call at the other important Lake and River Ports. After the 20th day of September, the Boats will discontinue calling at Lewiston, and make Hamilton the port of departure at 7 o'clock, on the mornings of Mondays, Wednesdays, and Fridays.

The establishment of this Line will enable the merchants of Canada West to remain throughout the business day in Montreal, and to reach their homes almost as early as if they had gone by the Mail Line at noon, and connecting, as the boats will do, with the up and down Express Trains at Ogdensburg, they will afford direct conveyance for passengers and freight between the Canadian ports and the Eastern States.

It is deemed unnecessary to dwell upon the advantages of first-class steamers passing direct from the head of Lake Ontario to Montreal, and *vice versa*, over those lines that involve a transshipment (on the downward trip) at an unseasonable hour in the morning.

In compliance with a generally expressed wish, on the part of the public, a separate charge will be made for meals.

The line will be commenced by the **HIGHLANDER**, leaving Montreal on TUESDAY, the 26th instant, the **CHAMPION**, on THURSDAY, the 28th, and the **MAY FLOWER** will be out next month.

For Freight or Passage apply to the Captains on board, or at the NEW THROUGH LINE OFFICE, No. 30, McGill Street, or for Champion and May Flower, to Macpherson, Crane & Co., Montreal; Macpherson & Crane, Prescott, Kingston and Hamilton.

Highlander, to Hooker & Holton, Montreal, Prescott and Kingston.

#### AGENTS.

##### CHAMPION AND MAY FLOWER.

Ogdensburg . . . . C. A. Starke & Co.  
Toronto . . . . E. M. Carruthers.  
Hamilton . . . . Macpherson & Crane.

##### HIGHLANDER.

Ogdensburg . . . . C. A. Starke & Co.  
Toronto . . . . E. Pridham.  
Hamilton . . . . M. W. & E. Browne.

The new steamer, **City of Hamilton**, Captain Harrison, left Hamilton daily at 7 a.m., called at the intermediate ports and left Toronto again on her return trip at a quarter past two in the afternoon.

A terrible accident occurred near Kingston on Thursday, August 14th. A party of thirty-five persons, all well-known residents of Kingston, started from there on a picnic to the foot of Long Island in a yacht, and on their return the boat was capsized and nineteen of their number were drowned.

The Maple Leaf, Captain Wilkinson, made occasional trips throughout the summer from Toronto to Brockville direct, without transshipment at Kingston, also between Toronto, Hamilton and intermediate ports.

In October Captain Duncan McBride assumed command of the **City of Hamilton**, the vessel remaining on her usual route.

The *Niagara Chronicle* of January 1st, 1852, commenting on the difficulties of communication from one part of the province to the other, throughout the winter, says, "The steamer **Chief Justice** still continues her trips hence to Toronto, but the weather not frequently interferes with her regularity, besides which the ice in Toronto Bay for some days past has prevented her from reaching any of the wharves. On Monday she was run into the slip at this port; next morning the ice had made so fast she had to cut—a work of no little difficulty and labor, and her owner, Mr. Hern, deserves no little credit for his exertions in keeping open a communication of so much public importance."

Upon the opening of navigation in 1852 the **Niagara** route to the United States was thus advertised:

QUICKEST ROUTE, TWO BOATS DAILY, for New York, Boston and the Western States, via Lewiston and Niagara Falls!

#### THE MAIL STEAMERS

CHIEF JUSTICE ROBINSON

AND

#### CITY OF TORONTO

will, until further notice, leave Toronto daily at half-past 7 a.m., and half-past 2 p.m., connecting at Buffalo with the express trains going East, also with the State Line Railroad and steamers going West.

#### RETURNING,

leaves Lewiston for Toronto at a quarter to 9 a.m., and 1 p.m., connecting with the through steamers at Toronto to Montreal.

Passengers for the west from Toronto were notified that

#### THE STEAMER CITY OF HAMILTON,

CAPTAIN JOHN GORDON.

WILL leave Toronto for Hamilton every day at two o'clock p.m., (Sundays excepted) calling at Port Credit, Oakville, Bronte and Wellington Square, weather permitting.

Will leave Hamilton for Toronto, every morning (Sundays excepted) at seven o'clock, calling (weather permitting) at Wellington Square, Bronte, Oakville and Port Credit.

Toronto, April 23rd, 1852.

The **Princess Royal** made each Friday trips from Toronto to Hamilton and vice versa, leaving the former place at 3 p.m. and the latter at 8 a.m.

Besides the **Niagara** line to New York there was yet another by Rochester, which was by no means backward in letting the public know the advantages it could offer; the arrangements for 1852 were advertised as follows:—

#### DAILY LINE OF STEAMERS TO ROCHESTER.

#### NEW AND MOST EXPEDITIOUS ROUTE TO NEW YORK.

Through from Toronto to New York in 26 hours; from New York to Toronto in 24 hours.

#### THE STEAMER "AMERICA."

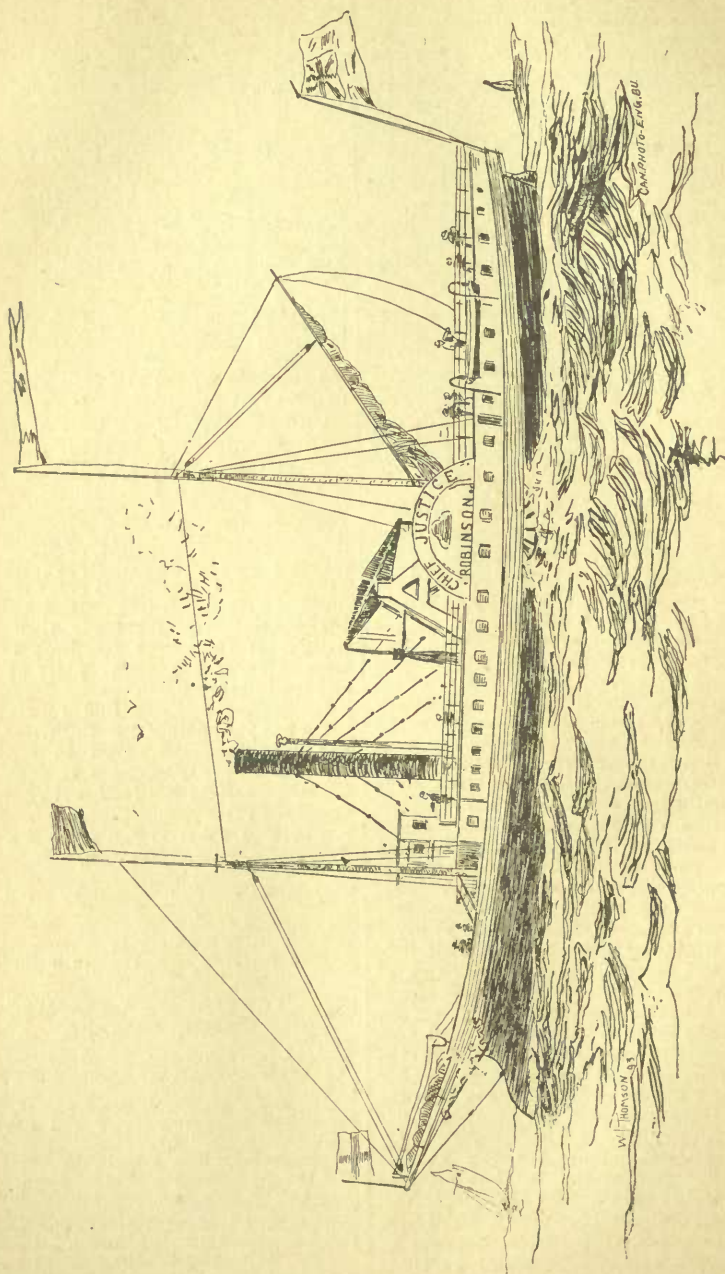
CAPT. McBRIDE.

WILL leave Toronto for Rochester direct, every MONDAY, WEDNESDAY and FRIDAY evening at 8 o'clock.

Will leave Rochester for Toronto, direct, every TUESDAY, THURSDAY and SATURDAY morning at 9 o'clock.

Passengers for New York by this conveyance, may take the morning express train of cars from Rochester at 10 minutes after 8, and arrive at New York about 10 o'clock same evening, or take a steamer at Albany and arrive at New York during the night. Passengers leaving New York by the express train at 5 o'clock p.m. will arrive at Rochester the following morning in ample time for the steamers





STEAMER CHIEF JUSTICE ROBINSON.

America and Admiral. Those by the America will reach Toronto in 24 hours from New York.

The steamer Admiral leaves Toronto for Rochester every Tuesday, Thursday and Saturday morning at half-past 10 o'clock; and leaves Rochester for Toronto every Monday, Wednesday and Friday morning at 9 o'clock, calling at Cobourg and other intermediate ports, weather permitting.

Passengers by the above steamers can purchase tickets, at the office, or from the Purser on board, for the Cars to Albany, New York or Boston; and also, for the steamboats from Albany to New York. State Rooms on the Hudson River boats, can be secured by application to the Purser of the Admiral or America,

Fare by Railroad, Rochester to New York	\$7 10
Fare by Railroad and River Steamers, Rochester to New York	\$5 60
Fare by Railroad, Rochester to New York	\$10 10

Passengers from Hamilton, by leaving on Monday and Friday afternoon, at three o'clock, in the Mail Steamers Princess Royal and Passport, will arrive in Toronto in time to take the America for Rochester and arrive in New York in 31 hours.

Between Toronto and Port Dalhousie for St. Catharines there was daily communication, notified widely under this heading:

#### St. Catharines and Toronto.

##### STEAMER "MAZEPPA."

W. DONALDSON, MASTER

**W**ILL commence her regular trips on TUESDAY, the 27th inst.

Leave St. Catharines every Morning at half-past six o'clock, (Sundays excepted.)

Returning leaves Toronto at 2 P. M. Passengers taking the *Mazeppa* will reach Toronto in time to take the boats for Rochester, Kingston, Montreal and Hamilton.

A third route from Canada to the United States was from Hamilton, where the steamer Rochester, upon the opening of navigation, resumed her trips to Lewiston, leaving Hamilton at 7 a.m.; returning, left Lewiston at 1 p.m., connecting with the United States express and mail line of steamers to Ogdensburg, touching at all the intermediate ports.

In addition to all these various means of transit there were the six steamers forming the through line from the head of the lake to the lower Province and all parts of the United States. It was described in a business like way, thus:

#### THROUGH LINE.

FROM HAMILTON TO MONTREAL IN 33 HOURS.

Calling at Niagara, Queenston, Lewiston, Cape Vincent, Brockville, Prescott, Ogdensburg and other Ports on the St. Lawrence.

**THIS MAGNIFICENT LINE**, composed of New, Powerful and Fast Steamers, fitted up in the most modern and elegant style, with Upper and Lower Saloons, State Rooms, etc.

#### WILL LEAVE HAMILTON

EVERY MORNING, (Sundays excepted,) at seven

o'clock, as follows, commencing Monday next, 14th instant:—

MAPLE LEAF, Capt. Wilkinson,	every Monday
ARABIAN, " Colcleugh,	" Tuesday
NEW ERA, " Maxwell,	" Wednesday
CHAMPION, " Marshall,	" Thursday
HIGHLANDER, " Stearns,	" Friday
MAYFLOWER, " Paterson,	" Saturday

They will leave Lewiston and Queenston about half past Two P. M., and arrive at Montreal about Four P. M., making the passage from the Niagara River to Montreal in about twenty-five hours.

#### UPWARDS: WILL LEAVE MONTREAL

EVERY AFTERNOON (Sundays excepted) at Four o'clock.

For Toronto and Hamilton direct, calling at Ogdensburg, Prescott, Brockville, Kingston, Cobourg, Port Hope, Darlington, etc.

Between Toronto, Lewiston, Cape Vincent, Brockville and Ogdensburg, there was a daily service of steamers. At the commencement of the season these were the Northern and Bay State, each of 1,000 tons burthen. They connected with the steamers British Queen, British Empire and Jenny Lind at Ogdensburg for Montreal. Later in the season the Northern was displaced by the New York, Captain R. B. Chapman, the Bay State remaining under command of Captain J. H. Ledyard.

The steamer Lady of the Lake, Captain Seymour, made two trips each way daily, between Kingston and Cape Vincent.

There was also a line of freight steamers between Toronto and Montreal, consisting of the Britannia, Comet, Dawn, Free Trader, Ottawa, Ontario and Western Miller. They made each of them one trip weekly.

A law suit instituted by the owners of the steamer Magnet against those of the Maple Leaf terminated on October 23rd, after occupying the court the whole of that day, the evidence being so conflicting, in a verdict for the plaintiff with damages of \$2,400. On the same date expired in Toronto the commander of the Maple Leaf, Captain Neil Wilkinson.

It was notified early in November that

#### THE STEAMER MAZEPPA,

**W**ILL RUN the remainder of the Season as follows, commencing on MONDAY, the 8th instant:—

Leaves St. Catharines every Monday, Wednesday and Friday Morning, at Eight o'clock, a. m.

Returning, leaves Toronto on every Tuesday, Thursday and Saturday Morning, at Nine o'clock.

Toronto, Nov. 4th, 1852.

Nearly at the close of the season a new steamer, the Novelty, Captain Bonter, began to make daily journeys to and from Kingston and the Bay of Quinte.

The "independent through line steamer," as such she was described, the Ocean Wave,



Allison Wright, commander, ran during the season once a week from Hamilton to Montreal, leaving the first place each Tuesday at 1 o'clock a.m., calling at the intermediate ports between there and Toronto. She continued her journey eastward from Helliwell's wharf at 7 a.m., and called at Whitby, Oshawa, Port Darlington, Bond Head, Port Hope, Cobourg, Kingston and intermediate ports on the River St. Lawrence, running through the whole of the rapids, and arrived at Montreal on Wednesday evening.

Returning she left Montreal on Thursday at noon, and, after making the same stoppages, arrived at Hamilton on Saturday evening.

On Thursday, November 11th, a terrible storm swept over the lake. The wind blew a perfect hurricane, which did not abate until the evening of the 13th. The effects were most calamitous. The schooner Albion was driven ashore on the Island opposite Toronto. Nearly all her cargo was lost. Serious as the matter was, yet it provokes a smile to read in a report of the disaster that "the sugar was much melted." It would have been very strange had it not been so.

The brig *Erberts*, of Chatham, was also driven aground on the bar, close to the Queen's wharf, Toronto. An American vessel, the *Mobie*, of Sackett's Harbor, was also ashore at the same place, and narrowly escaped being a total wreck. As it was, the damage done to her was very great.

The Queen of the West, a new steamer, commanded by Captain Harrison, began her daily journeys to and from Hamilton and Toronto on November 15th. She was then the largest British steamer on the lakes.

The engines and boilers were supplied by Gartshore, of Dundas. The hull of the Queen was built at Oswego, and she was taken to Hamilton to have her boilers put in. Her total length of keel was 214 feet, and her breadth of beam 56 feet over all.

Another noticeable vessel, the *Peerless*, was in course of construction in the autumn of 1852. She was an iron steamer, built at Dumbarton, Scotland, and was for the lake route between Toronto and Queenston. Her builders warranted her to run 21 miles an hour.

Navigation remained open until very late in 1852, the schooner *Eliza White* arriving in Toronto on December 15th, while the Queen of the West was still running from Toronto to Hamilton. It finally ceased about a week later.

The City of Hamilton, Admiral and America all laid up for the winter about the 22nd.

The Mazeppa commenced on December 23rd to run between Toronto and Welling-

ton Square, and she continued on the course throughout the whole of the winter. The Chief Justice, Capt. Wilder, left the Queen's wharf, Toronto, daily all through the winter of 1852 and 1853 for Lewiston. The imports at the port of Toronto for 1852 amounted in value to \$2,557,268 48.

In 1853 the through line from Hamilton to Montreal of the previous year was not continued, its projectors having lost money.

The American express line of steamers' programme for the season extended from June 1st to September 30th. Their route was from Ogdensburgh to Lewiston, calling at intermediate ports.

The Princess Royal and the Admiral formed the daily line between Toronto and Rochester. The first of these two vessels supplanted the *America*, sold for \$10,000 and sent to the Bay of Quinte as a towboat. The Cape Vincent Railway Company, through Messrs. McPherson & Crane, purchased the *Mayflower*, *Champion* and *Highlander*, and under the name of the latter firm ran them as a daily line from Hamilton to Cape Vincent, calling at all intermediate ports.

The City of Hamilton and Queen of the West ran as in 1852 from Hamilton to Toronto and vice versa.

The City of Toronto disappeared this year, being converted into a towboat.

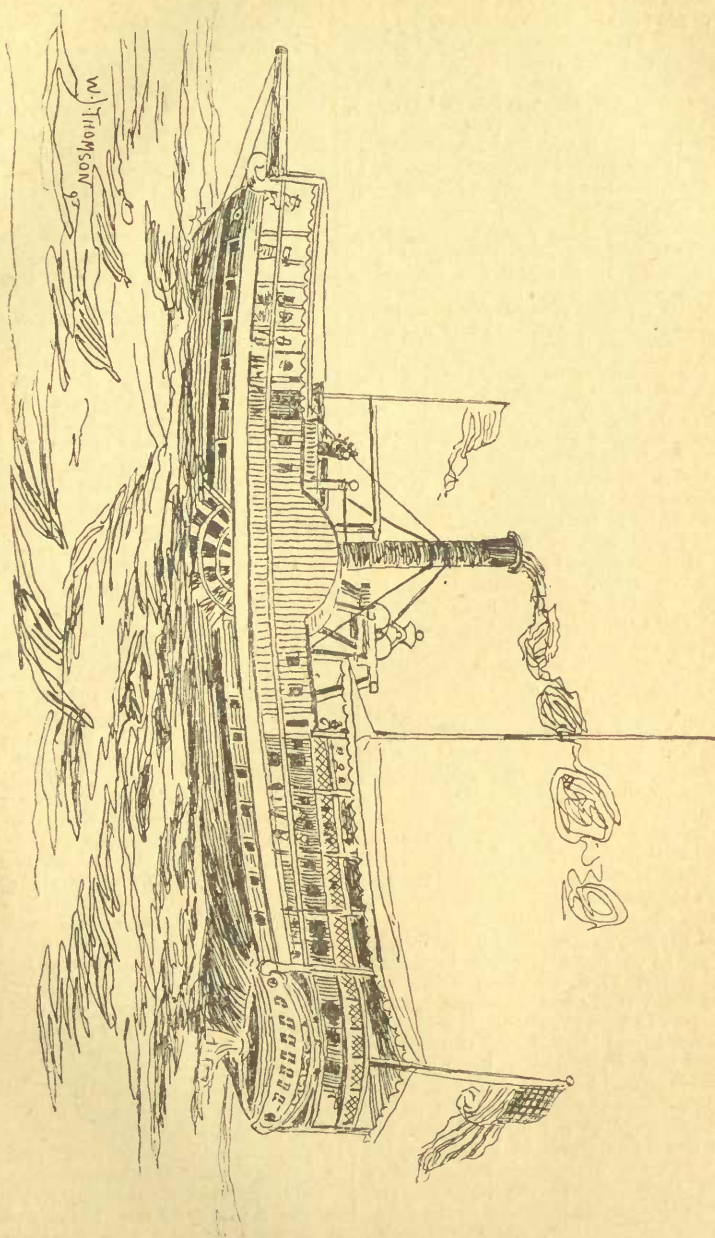
The Chief Justice laid up to re-fit after her winter's work, on May 1st, and her place was taken by the new iron steamboat *Peerless*, Captain Dick.

Among the freight steamers the *Britannia*, Lord Elgin and St. Lawrence, the property of Mrs. Brown, of Hamilton, ran from there to Montreal. The *Scotland*, *Western Miller* and *Ottawa*, owned by Messrs. McPherson & Crane, took the same route. The *England*, *Ontario*, *Hibernia* and *Free Trader*, owned by Messrs. Hooker & Holton, were also on this route, as also were the *Dawn* and *Protection*, besides a third vessel, all the property of Messrs. H. Jones & Co., of Montreal. These were all the freight steamers between the head of the lake and Montreal. In addition to these the *Montmorenci* ran from Hamilton to Quebec, the *Reindeer* from the latter place to Port Stanley, and the propeller *Brantford* from St. Catharines to Montreal.

#### QUINN'S NEW STEAMER

Among the new projects for the season was John Quinn's steamer, the *Citizen*, built to run between Toronto and the Island.

Quinn was a very popular man and had previously been steward on board the *Maple Leaf* and *City of Hamilton*. The schooner *Jenny Lind*, Robert McClean, master, car-



STEAMER CITY OF HAMILTON.



ried freight from Toronto, ascending the Welland Canal to Dunnville throughout the season of 1853. The Mazeppa, Captain Donaldson, resumed her course between Toronto and St. Catharines.

Another sailing vessel, described as the Brigantine Sophia, Captain John McGregor, carried freight and a few passengers from Toronto to Owen Sound.

Charles Thompson, steamship owner, of Toronto, advertises on April 20th, 1853, as follows :

*The Subscriber having purchased the NEW  
FAST Low Pressure Steamboat*

**"KALOOAH,"**

HAS to announce that she will leave Dunville on *MONDAY, 2nd MAY* next, for the Sault de-St. Marie and Sturgeon Bay, in order to commence the usual trips, on the Old Northern Route, between the above ports, under the command of CAPT. ALEX. MCGREGOR, and will stop at the fifteen different ports on her upward trip, between Dunville and the Sault de St. Marie.

For FREIGHT or Passage apply on board, or to the owner, Church Street, Toronto.

The Ocean Wave, Captain A. Wright, made occasional trips throughout this season from Toronto to Ogdensburg.

In the latter end of April a change occurred in the command of the Chief Justice, Captain W. Milloy replacing Captain Wilder. The fast-sailing schooner Defiance, Captain Moodie, ran twice a week throughout the season of 1853, between Toronto and Niagara. Robert Maitland, Church street wharf, was the principal owner.

Quinn's new steamer, the Citizen, made her first trips to and from Toronto and the Island on Thursday, May 19th. The return fare was only eight cents.

On Lake Simcoe in the season now spoken of, the steamer Morning, Captain Charles Bell, ran from Bradford Landing to Barrie in connection with the stages running from the former place to Toronto.

#### OCEAN WAVE BURNED.

One of the most melancholy disasters that ever occurred on Lake Ontario took place on the morning of April 30th when the steamer Ocean Wave was destroyed by fire, when she was about twenty-three miles west of Kingston and two from the Ducks. The vessel was well provided with both boats and buckets, but it was found impossible to obtain the former for the use of the passengers, as the fire in the brief space of twenty minutes had consumed the cabin. This catastrophe resulted in the loss of twenty-eight lives, fifteen of these being members of the crew. The schooner Emblem, Captain Be yea, of Bronte, and the Georgina, Captain Henderson, of Port Dover, rendered the pas-

sengers of the ill-starred vessel every possible assistance. The former conveying those rescued to Kingston.

On Friday, May 6th, the new steamer Citizen left Brown's wharf, Toronto, at half-past three o'clock, passed through the eastern channel recently formed through the peninsula, proceeded to the river Humber and returned to Toronto in the evening. Only the day previously one of the local papers pronounced this feat "to be impossible."

On May 5th Captain Gaskin, in command of the Cherokee, an ocean-going three-masted sailing vessel, left Toronto direct for Liverpool, where she arrived in safety on the 16th of the following month.

A fore and aft schooner known as the John Hiseman was launched at the marine shipyard, Kingston, on May 10th. She was of 310 tons burthen, the property of Mr. W. Myers, and intended for the timber trade.

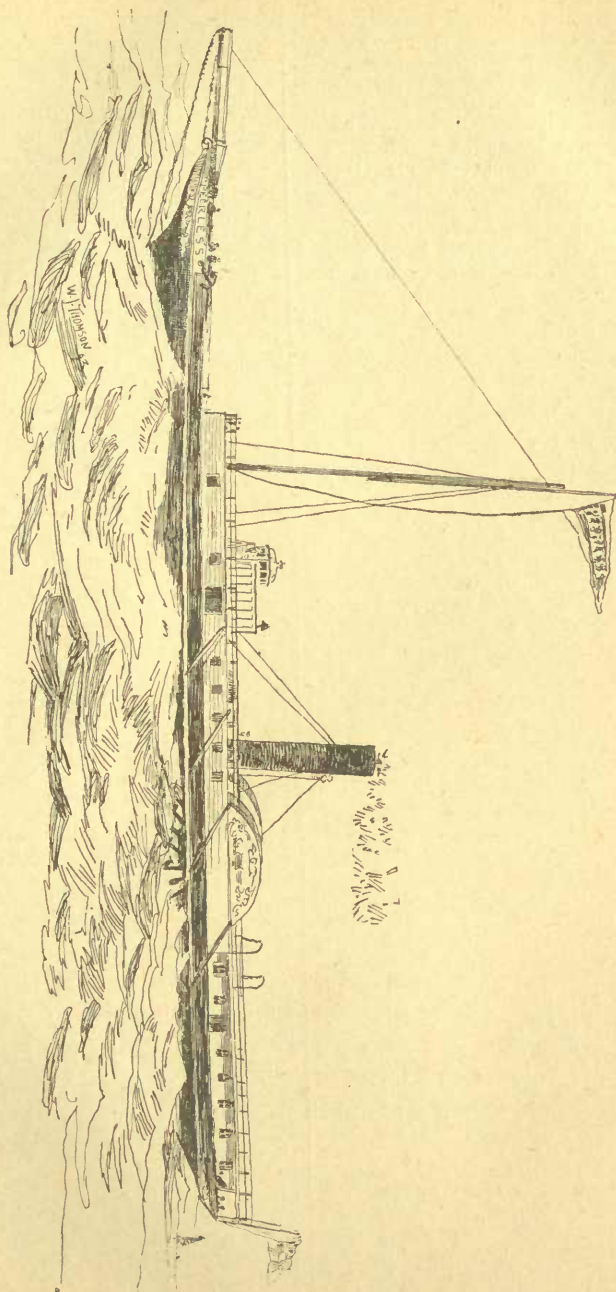
The Toronto Leader of May 20th remarks that "a first-class schooner called the Admiral was launched at Port Hope on the 11th inst. She is of about 140 tons measurement." This vessel was intended for the timber trade. On June 1st the coroner's jury which sat to investigate the Ocean Wave disaster and the deaths caused thereby returned a verdict of what really meant "accidental death." The captain was exonerated, as were all his officers, in fact no one was to blame. The Toronto Leader—and other papers concurred in its remarks—very justly observed that "the public will hardly be satisfied to be told in effect that in this melancholy case no one is to be blamed." The steamer Victoria, L. J. Privat, commenced her regular trips between Maitland's wharf, Toronto, and the hotel on the peninsula on June 3rd. This note is appended to her advertisement: "No connection with any other boat or racing."

On Friday, June 10th, in the early morning, the steamer Admiral met with a similar fate as had a few weeks earlier befallen the Ocean Wave. While lying at the foot of Browne's wharf, Toronto, she was burnt to the water's edge; happily no lives were lost. The cause of the fire was supposed to be purely accidental.

The Peerless, Captain Dick, which was launched on January 6th, began early in June to make daily trips to Niagara and return.

#### ANOTHER STEAMER BURNED.

On Saturday, July 9th, yet another steamer fell a victim to fire, the Queen of the West being entirely destroyed while lying at her moorings in Hamilton Bay. The loss of this fine vessel was looked upon both



STEAMER PEIRLESS.



in Hamilton and Toronto as a public calamity and much sympathy was felt for Captain Harrison, who was the largest shareholder in the vessel, losing, besides, everything in the shape of wearing apparel and personal property that he had on board. The Queen was insured for only \$28,000, her value being quite double that sum.

Two new steamers to run between Hamilton, Toronto and Oswego were commenced this summer at Niagara. They were for the Canadian G.W.R., and were to be 288 feet long and the cost of their hulls was to be \$63,000 each.

Flying between the Bay of Quinte and Montreal, in 1853, was the *St. Elmo*, a steamer intended more especially for the freight trade, but carrying a few passengers. Captain Crysler, formerly master of the *Prince of Wales*, commanded her. She also made occasional trips to Cape Vincent and Ogdensburg.

In August it was announced by the *Toronto Daily Colonist* that

THE FINE, NEW, AND FAST-SAILING  
STEAMER

GEORGE MOFFATT OF CHATHAM,

CAPT. W. G. PATTON.

HAS now commenced running between Chatham and Montreal.

The *George Moffatt* was built at Chatham expressly for the Western trade. She has large and handsome accommodation for passengers, with safe and ample stowage for freight; is strong built, and propelled by a powerful engine.

The *Moffatt* will ply regularly between her native Port and Montreal, touching at any point down or upwards where she may have passengers or freight offered or to deliver, removing thereby an impediment to intercourse with the West, heretofore seriously felt.

Apply to WILLIAM M. GORRIE.

Yonge Street Wharf,  
Toronto, 30th August, 1853.

The steamer *George Moffatt* only remained on this route for a brief period.

The navigation opened in 1854 early in April. There were several changes. The *May Flower*, that in 1853 belonged to the Cape Vincent line, was purchased by Stark, Hall & Co., of Ogdensburg, to form in connection with the Boston, a freight line between Ogdensburg, Toronto and Hamilton.

The *Highlander* and *Champion* formed a daily connection between Toronto and Cape Vincent.

The *Welland* (2nd), Captain Donaldson, built at St. Catharines early in 1853, ran from that port to Toronto in place of the *Mazeppa*, which made a daily trip from Toronto to Whitby. The *Welland* was 184 feet long and 22 feet wide, "her speed was to equal that of any boat on the lake"—of course!

The *Peerless* commenced on June 5th to make two trips between Toronto and Niagara daily, leaving the first place at 6 a.m. and 12:30 p.m.

On Lakes Simcoe and Huron the *Morning* and *Kaloolah* ran as in 1852.

On June 10th the *Highlander*, Captain McBride, until now on the Cape Vincent line, began to make daily trips from Hamilton to Toronto and return. She called at all intermediate ports. Captain McBride was a most obliging man. If any passenger residing on the lake shore between the Credit and Oakville was on his vessel, he would always, when opposite their residence, sound the steam whistle so that a conveyance might be sent by their families to meet them.

Among sailing vessels on the lake trading between the various ports were the barque *Northern*, owned by Messrs Goodeham & Worts of Toronto, the *Caroline* and the *Alert*, the two latter schooners also belonging to the same port.

The *Britannia*, *Ranger*, *England*, *George Moffatt* and *Hibernia*, with several others, formed a line of freight steamers plying as heretofore from Montreal to Kingston, Toronto and Hamilton.

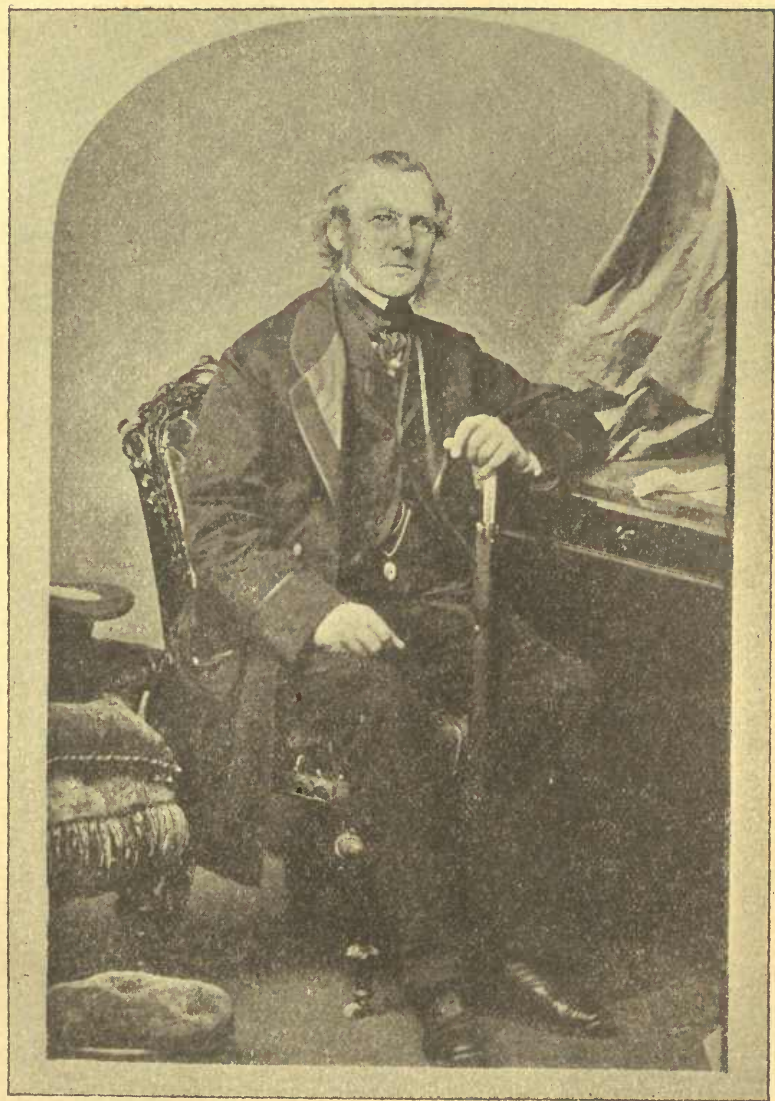
THE FAMOUS ZIMMERMAN.

On May 6th was launched at Niagara the steamer *Zimmerman*, Captain James Dick. This vessel was built by Oliver T. Macklem, of Chippawa, and she was bound to complete the distance between Niagara and Toronto under two hours. She received her name out of compliment to Mr. Zimmerman, the famous financier and railway magnate of the early "fifties," who met such a fearful death a few years later in the Desjardins Canal accident.

Mr. Macklem was constructing at the same time another steamer called the *Cifton*, of similar dimensions to the *Zimmerman*, to run from Niagara to Buffalo.

A famous trading schooner, known as the *Accommodation*, ran from Toronto to Goderich on Lake Huron. Colin Munro was in 1854 her master.

The following is the list of vessels, with their captains, which formed the through freight line from Hamilton to Montreal during the season of 1854:—*Ottawa*, Captain McGrath; *Britannia*, Captain Beatty; *England*, Captain Hannah; *Hibernia*, Captain Mowat; *Ontario*, Captain Stoker; *St. Lawrence*, Captain Savage, with the *Free Trader*, Lord Elgin and Gartschore, under Captains Moore, Bruce and Herd respectively. In November another change was made in the route of the *Highlander*, likewise in her captain, Robert Kerr succeeding Captain McBride.

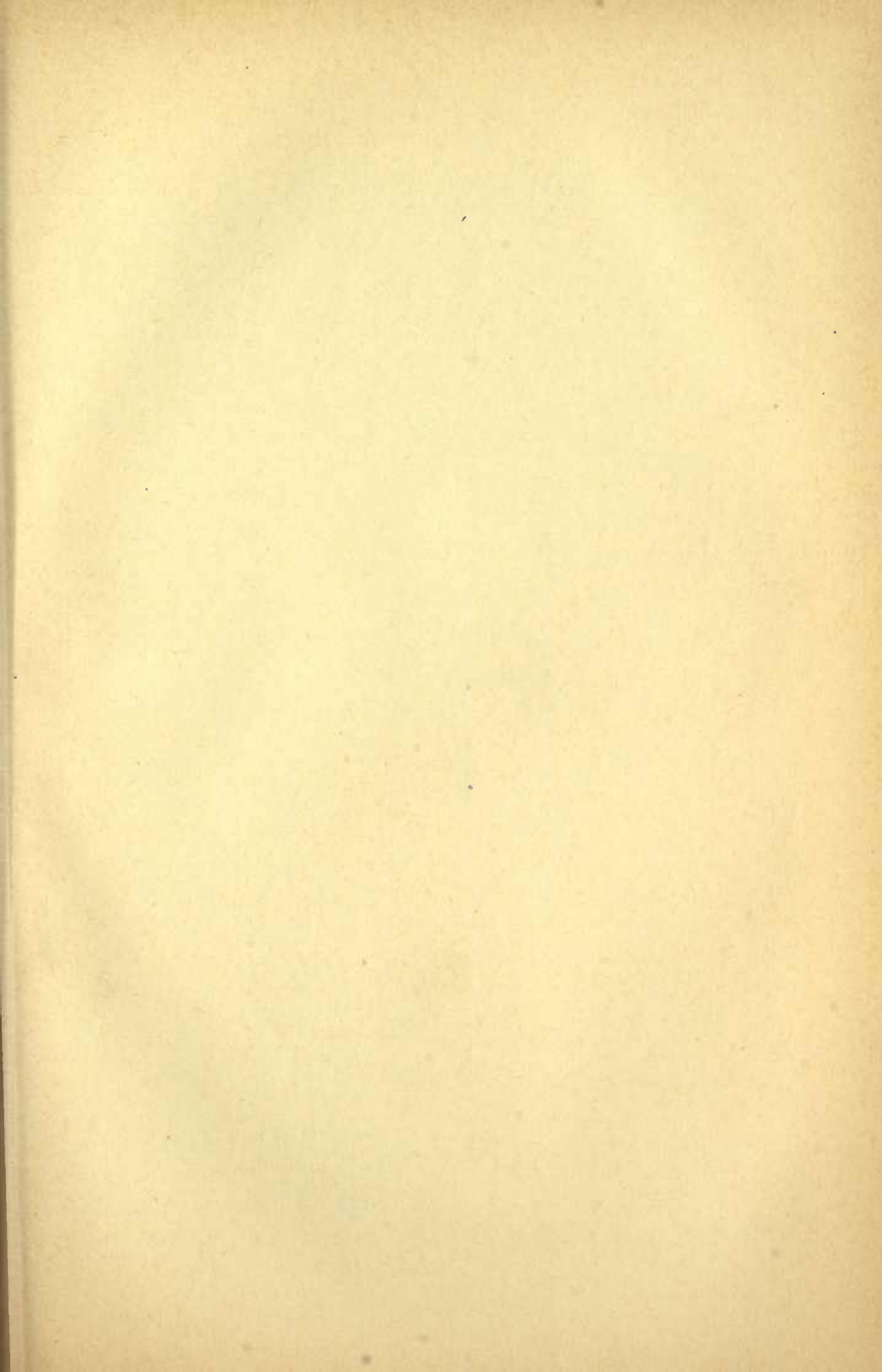


CAPTAIN THOMAS DICK.

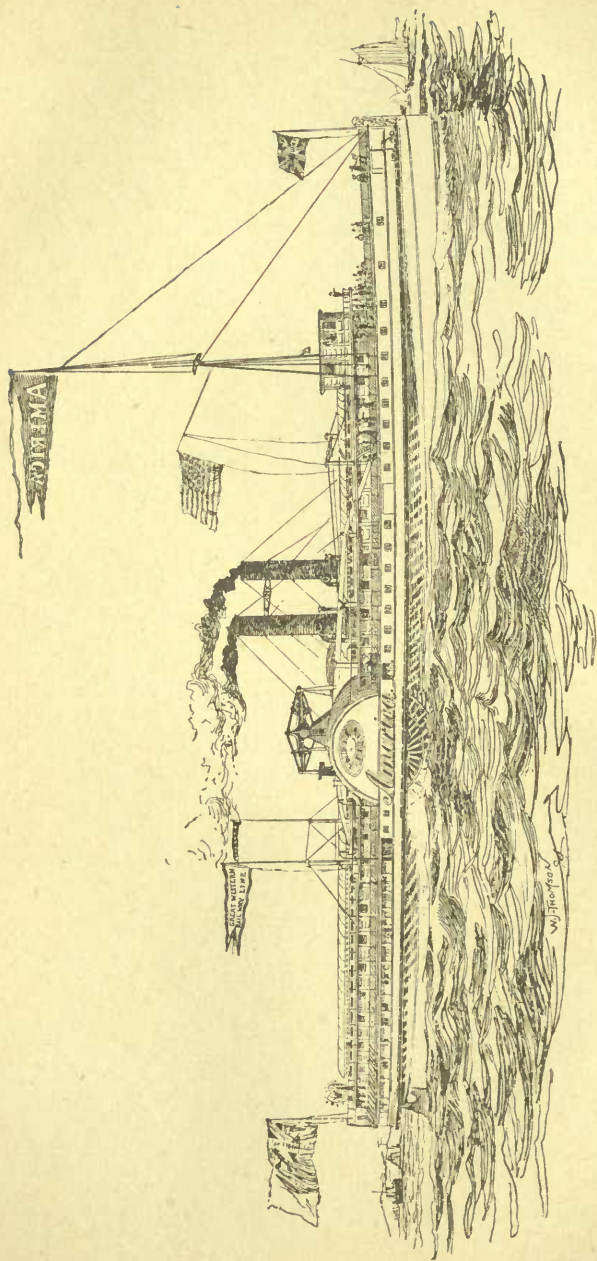
(op. 896)











STEAMER AMERICA.

(op. 897)

She then made two trips a week from Toronto to Rochester, calling at all intermediate ports.

The Chief Justice and Queen City also ran during the winter season of 1853 between Hamilton and Toronto and vice versa. A deplorable accident occurred on Lake Huron on November 28th to the steamboat Bruce Mines, on her passage from Goderich to the Bruce and Wellington mines. She was totally wrecked off Cape Huron. During a heavy gale which prevailed on the night of November 27th she sprang a leak, which so gained on her that on the morning of the 28th it was discovered she was sinking, the captain and crew having barely time to take to the boats and get clear of her before she foundered. One man, the carpenter, was actually dragged down by the sinking vessel and drowned without the possibility of being rescued. Both steamer and cargo were a total loss, but they were fully insured.

On December 28th arrived at Queen's wharf, Toronto, the steamer St. Nicholas from St. Catharines, the schooner James Hunter with damaged wheat from Niagara, and the schooner Defiance with wood from the same port. This shows to what a late date navigation remained open.

#### GOOD-BYE QUEEN CITY.

On Monday, January 22, 1855, at 9:30 p. m., the steamer Queen City, formerly Lady of the Lake, lying at the Queen's wharf, Toronto, was discovered to be on fire. She had been employed throughout the winter in making daily journeys from Toronto to Wellington Square and when the fire broke out the vessel was lying with her head to the west, ready to start on the following morning. The captain and crew were on board, but were wholly unable to arrest the progress of the flames. Captain Thomas Dick cut her away from the wharf and she, swinging round its corner, went clear of all the shipping. The Chief Justice and the Welland, which were lying alongside, had ropes attached to the burning vessel and succeeded in dragging her out into the bay. Here the Chief and the Welland kept her in tow and thus prevented her drifting in and endangering the safety of the other vessels. Half an hour after the fire originated the Queen lay a helpless trunk upon the waters, and at 11 o'clock hardly a particle of her woodwork was visible. When the Queen first came upon the lake in 1840 she was considered the fastest boat afloat; at her demise she was looked upon "as the very slowest boat on the lake." The steamer Welland, Captain Donaldson, took her place immediately.

Commencing January 8th, 1855, the Chief Justice began to run for the winter, from the Queen's wharf Toronto, to Niagara.

On the morning of February 7th, the steamer Chief Justice, in endeavoring to make the Humber harbor, the weather being thick, hazy and snowy, it being impossible to see a hundred yards ahead of the vessel, kept too far up the lake and grounded at Van Every's Point, about one hundred and fifty yards from the shore. The mate immediately left for Toronto to consult Captain Dick. Two days later the Toronto *Patriot* announces:—"The steamer Chief Justice is off and all right and will leave on her regular trips to-morrow at 8:30 a. m. for Lewiston." The steamers Zimmerman and Welland went alongside of her on the morning of the 9th, shifted her cargo on to the Welland, then all three boats backing off together, the Chief came off at once without any trouble and without suffering any damage.

On March 14th the Maple Leaf, Captain Robert Kerr, commenced the season between Toronto and Rochester. She left the former port each Wednesday and Saturday.

Throughout the season of 1855, the Europa, a new steamer, ran from Hamilton to Niagara, and the Welland, as in the preceding year. The Peerless and the Zimmerman formed the Toronto and Niagara line.

In a great storm which occurred on Lake Ontario on April 18th, in this year, the schooner Defiance, Captain Corkin, was lost with all on board. The steam tug Porcupine, on May 19th, was burned to the water's edge on the river St. Lawrence, near Prescott, but happily no lives were lost.

The steamers Champion and May Flower formed the Cape Vincent line. The Chief Justice was commanded by Captain Murdoch, a new man among the list of captains, and ran, as previously, from Toronto to Hamilton. The Highlander and Maple Leaf formed the line that ran from Toronto to Rochester, and there was no change in their commanders.

On July 16th, in connection with the Great Western Railway, the steamers Canada and America, Captains C. E. Wiloughby and J. Masson, commenced running daily between Hamilton, Toronto and Oswego. These two steamers had both been built by the railway company.

A three-masted sailing vessel, called the City of Toronto, was launched at Toronto at the close of the summer. She was an ocean-going vessel, and arrived in Liverpool after a safe and prosperous voyage on October 4th, 1855. Unhappily, her life was a very brief one, as she was lost in the Straits of Belle Isle on August 17th, 1857. Her first voyage was accomplished in just twenty-four days.



On Lake Simcoe, in this year, the Morning continued to ply under the same captain.

The Kaloolah, Oxford and Mazeppa ran from Collingwood to Owen Sound and intermediate ports. An American steamer, known as the Keystone State, ran in connection with the Northern Railway each Thursday from Collingwood to Chicago.

The Oxford just mentioned ran aground in Lake Huron during the autumn and became a total wreck.

During the winter of 1855 and '56 there was, as usual, little movement of any vessels, either steam or sailing, on the lakes. Upon the re-opening of the harbors in 1856, the following steamers began to ply:—The Peerless, between Toronto and Hamilton; the Chief Justice, between Toronto and Presqu' Isle; the Mayflower and Champion, between Toronto and Cape Vincent; the steamers Canada and America, from Hamilton, forming a separate line for both freight and passengers between that city, Cape Vincent, Brockville and Ogdensburg.

There was also the

AMERICAN MAIL LINE, consisting of the Cataract, Bay State, Northern and Niagara. Their route was from Niagara to Toronto, Rochester, Oswego and Ogdensburg.

3:45 o'clock, p.m., for Prescott and Ogdensburg and intermediate ports.

The river steamers connected at Ogdensburg with the American Express Line of mail steamers—Cataract, Bay State, Northern, and Niagara—connecting at Brockville with the Grand Trunk Railway, where passengers could embark on one of the above-named boats, direct for Cape Vincent, Niagara Falls, Hamilton and Buffalo.

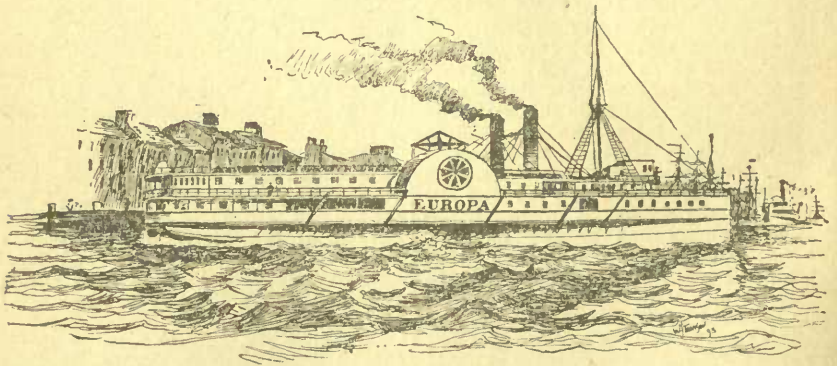
They ran through to Toronto in 20 hours, and to Niagara Falls and Hamilton in 24 hours.

Also connected at Ogdensburg with the United States mail line of steamers—Ontario, Cataract and Niagara—for Alexandria Bay, Clayton, Kingston, Sackett's Harbor, Oswego, Rochester and Lewiston.

These lines of steamers connected at Niagara and Lewiston with the Erie & Ontario Railroad, Lewiston & Buffalo Railroad, Great Western Railway, Michigan Central Railroad, Michigan Southern Railroad, and Lake Shore Railroad, and steamers from Buffalo—for all ports west.

Passengers had the privilege of stopping over at Niagara Falls or any other place of interest on the route.

The Europa plied between Toronto and Oswego, and the Boston formed a through



THE STEAMER EUROPA.

Besides these lines there was in addition the American Express Line of river steamers, described as being from Montreal, "the shortest and quickest route to all western ports, Niagara Falls, and Buffalo."

This line comprised the first-class river steamers Jenny Lind, Capt. L. Moody; Montreal, Capt. J. Lafanme; British Queen, Capt. A. Cameron.

One of the above river steamers left Montreal (Sundays excepted), at 12 o'clock, noon, from the Canal Basin, and Lachine on the arrival of the cars which left Montreal at

freight and passage line between Montreal, Kingston, Toronto and Hamilton; calling at Cobourg, Port Hope, and other North Shore ports. Captain James Gibson was in command, and John Macpherson & Co., Cal. al Wharf, Montreal, were agents.

Between Montreal, Kingston, Belleville and River Trent the steamer St. Helen, C. B. Chrysler, master, left Montreal every Thursday at 2 p.m. The agent was J. A. Glassford, Watson's Buildings, Canal Basin.

Other freight steamers between Hamil-



ton, Toronto and Montreal were the Ranger, Dawn, Protection and Oshawa, belonging to H. & I. Jones, of Montreal. Besides these, there were the Western Miller, Scotland, George Moffatt and Colonist, of Holcomb & Henderson's Line, also of Montreal, and the Free Trader, Hibernia, Lord Elgin and Prescott of the same place, the property of Hooker, Jacques & Co. There were, in addition, the Huron and Bowmanville on the same route. Between Toronto, Kingston and Montreal were also the City of Hamilton, Kentucky and Willy Nickol, of Wilson Brown's Line. All these vessels were principally freight steamers, but if they could obtain passengers they were quite willing to carry them.

In addition to these vessels Jones & Co., of Montreal, ran from that port to Kingston, Picton, Belleville and Trenton. The new upper cabin steamer Trenton, Captain DeWitt, left the Canal wharf for the above and intermediate ports each Tuesday at one o'clock. N. M. Bockus, of the Canal wharf, was the agent.

The person just named was also the agent for that steamer which had such a very short life on the lakes, namely, the Monarch. She ran from Montreal to Kingston, Toronto, Hamilton and North Shore ports, being described as "the new and powerful steamer Monarch," under Captain A. Sinclair. She left the Canal wharf for the above ports on Thursdays at six o'clock.

Jones & Co. occasionally ran a freight steamer direct from Montreal to Chicago. They thus advertise one of these ventures on September 12th:—"Steamer for Chicago, calling at ports on the Welland Canal, Port Stanley, Amherstburg, Windsor, Detroit, and Port Sarnia. The new low-pressure propeller Whitby, Lepine, master, will leave the Canal basin for the above ports, on or about Thursday, the 18th inst., at six o'clock. For freight or passage apply to H. Jones & Co., Wellington street."

Two large schooners each of 400 tons burthen, were built and launched this year at Ottawa. They were called the Alliance and Joshua Beard, and were intended to be used as colliers.

A new steamer called the

#### KING OF ALGIERS

was launched at Toronto on April 17th. She was the property of Mr. McCord, of that city. Her length was 131 feet over all, and her breadth nearly 30 feet. She was intended for use as a tow-boat.

An advertisement, dated May 12, appeared in the Toronto and Kingston papers in the same month, inviting tenders for the removal of the wrecks of the steamer Queen

City and the schooner Royal Tar, which were impeding the navigation of Toronto harbor. It was signed by Hugh Richardson, harbor master, of Toronto. The schooner had been wrecked in the early part of the year.

March 12th, 1857, is a date long and sadly remembered by many families throughout Canada, as there occurred on that day the lamentable railway accident by which so many people lost their lives at the Desjardins Canal, near Hamilton. It would be foreign to the scope of this narrative to more than refer to this sad event, as the railways of the province are only indirectly connected with its marine, but it may be mentioned that two prominent owners of lake vessels perished and another well-known owner narrowly escaped with his life. Those who were killed were Mr. Samuel Zimmerman, of Niagara Falls, after whom one of the best known steamers on Ontario was called. The second was Captain Sutherland, whose name has so many times been mentioned in connection with the various vessels. Captain Sutherland was buried at Hamilton on March 16th, and Mr. Zimmerman at Niagara on the same date.

Another victim was Edward Duffield, who had been for some time an officer on board the Europa. The late Mr. Thomas C Street was the prominent ship-owner who, though injured, was happily preserved. He was a near relative of the Macklem family, of Chippewa, like himself extensively interested in the shipping of the lakes.

On May 22nd, 1857, the Toronto *Colonist* writes:—"Buffalo harbor is still entirely closed with ice, and not likely to be cleared for several days."

With the opening of the season in 1857 the steamers Passport, Captain Harbo tle; Banshee, Captain Howard; Champion, Captain Sinclair; and New Era as a spare boat, formed the through line between Hamilton, Toronto and Montreal. The Peerless and Zimmerman were again upon their old route. The Welland also resumed her journeys as in 1856, while the Maple Leaf and Highlander were on the lake from Toronto to Rochester and intermediate ports.

The steamers New York and Northernner plied from Lewiston to Toronto, thence to Cape Vincent, calling at Port Hope and C'bourg, and from there to Brockville and Ogdensburgh. Another line between Toronto, Rochester, Oswego and Ogdensburgh consisted of the Bay State, Niagara, Ontario and Cataract. A small vessel called the Rochester made daily trips from Kingston to Cape Vincent, and vice versa.

The Kaloolah made her usual trips

throughout the season to the Sault Ste. Marie, but even then it was a very long and tedious journey from Toronto to the "Soo." On Lake Simcoe the J. C. Morrison made daily trips. The freight steamers from Montreal to Toronto and Hamilton were greatly augmented. These were divided into three lines, exclusive of several independent lines. Hooker, Jacques & Co.'s boats were the Wellington, Avon, Ottawa, Free Trader, Englan I, St. Lawrence, Hibernia and Prescott.

Their steamers ran with more or less regularity from Montreal to Prescott, Kingston, North Shore ports, Toronto and Hamilton.

They also had what they described as "Hooker, Jaques & Co's through line of steamers for Lake Erie, Windsor and Chatham." These steamers left on Saturdays at six p. m., calling at St. Catharines, ports on Welland Canal, Port Dover, Port Burwell and Port Stanley.

Jones, Black & Co's. vessels were the Whitby, Oshawa, Ranger, Protection and Dawn.

Their steamers ran to Brockville, Kingston, North Shore ports, Toronto and Hamilton. They also in this year as in the previous one occasionally ran a steamer for Chicago, calling at St. Catharines, Thorold, Port Colborne, Port Dover, Port Burwell, Port Stanley, Amherstburg, Windsor, Port Sarnia, and at Goderich if sufficient freight offered.

I Henderson & Holcomb owned the George Moffatt, Reindeer, Colonist, Brantford, Western Miller, Britannia, Scotland and Huron.

They designated theirs as a "through line" to Prescott, Kingston, North Shore ports, Toronto and Hamilton, and advertised that they had most superior accommodation for passengers.

Another of this firm's so-called "through lines" was to Windsor, Amherstburg and Detroit, calling at Port Stanley, Port Dover, Port Burwell, and ports on the Welland Canal; and taking freight for Chatham, Sarnia and Goderich.

Of steamers belonging to independent owners, and who were a law unto themselves, were the Bowmanville, Captain Perry; the Malakoff, Captain Tate; the Inkerman, Captain Mackintosh; and the Oliver Cromwell, Captain Kidd.

On April 4th the Toronto papers announced the death at Niagara on the day previous of Captain Colcleugh, late commanding the Arabian. He was in his 50th year, and had made many friends all through the province.

The vessels of the through line between

Hamilton and Montreal connected throughout the season of 1857 at Cobourg with the Maple Leaf for Rochester, and at Kingston with the Bay of Quinte steamers, and with the Rochester, already mentioned as running to Cape Vincent.

A regatta was held in Toronto harbor on Queen's Birthday, May 24th. The events announced were a yacht race for the Queen's cup, valued at £15 currency, or \$60, and two rowing matches. For the Queen's cup five yachts entered—the Queen, Osprey, Wave, Cygnet, and Rivet. After a spirited contest, in which some handsome sailing was shown, the race was won by the Wave, she coming in in gallant style three minutes ahead of all her competitors. Several entries had been made for the rowing matches, but at the time appointed there were but one or two appearances, consequently, greatly to the disappointment of the public, no race took place.

#### A DEPLORABLE EVENT.

On May 29th the boiler of the propeller Inkerman, of Kingston, exploded while that vessel was backing out from Upton & Brown's wharf, Toronto. Her entire crew were either killed instantly or dreadfully wounded. There was but one passenger on board, a young lady named Eliza McGill; she too, was dreadfully injured. After the explosion the only portion of the Inkerman presenting anything like its original appearance was that part lying forward from the office where the books and papers of the vessel were kept, to her bow, a distance of some twenty feet. The vessel was, in fact, an absolute wreck and only a small portion of the cargo was ever recovered.

Yet another fearful disaster occurred on the St. Lawrence river at a point called Carvugo when the Montreal steamer, with over 400 passengers, was burnt to the water's edge and about 200 of those on board, chiefly Scotch emigrants, were drowned.

The Free Trader propeller, belonging to Hooker & Co., of Montreal, was also wrecked at about the same time.

The steamer J. C. Morrison, plying on Lake Simcoe, was totally destroyed by fire at Bell Ewart, on August 5th. Nothing was saved except the cash box and some account books.



## CHAPTER CCXLV.

## THE ROYAL MAIL LINE—1840 TO 57—

**How the Company was Formed and where—Notable Steamers and their Captains—Well Remembered Officials.**

In 1840 a joint stock company was formed at Niagara, called the Niagara Harbour and Dock Company, and under their auspices several new vessels were built, out of which was formed the "Royal Mail Line of Steamers." These began to run as soon as navigation opened in the following year, being widely advertised under the heading:—

## ROYAL MAIL STEAMERS.

## LAKE ONTARIO AND RIVER ST. LAWRENCE.

The public are informed that the following are the arrangements for this season:

## LAKE ONTARIO.

## BETWEEN KINGSTON AND TORONTO.

St. George, Capt. Twohy; Niagara, Capt. Sutherland; City of Toronto, Capt. Dick.

## FROM KINGSTON.

At half-past 7 o'clock evening, Sunday and Thursday, the St. George.

At 8 o'clock evening, Tuesday and Friday, the Niagara.

At 8 o'clock evening, Wednesday and Saturday, the City of Toronto, and arrive at Toronto early next day. The above steamers await the arrival of the Montreal mail at Kingston.

## FROM TORONTO.

At 12 o'clock noon, Monday and Thursday, the Niagara.

At 12 o'clock noon, Tuesday and Friday, the City of Toronto.

At 12 o'clock noon, Wednesday and Saturday, the St. George, and arrive at Kingston early next morning. The above boats call at Cobourg and Port Hope each way.

And the City of Toronto will leave Toronto for Niagara and Lewiston every Monday morning at 8 o'clock, and return to Toronto in the afternoon.

## RIVER ST. LAWRENCE.

Between Kingston and Dickinson's Landing.

## BROCKVILLE, Capt. Maxwell.

From Kingston at 9 o'clock morning—Sunday, Wednesday and Friday.

From Dickinson's Landing at 4 o'clock morning, (or on the arrival of the mail from Montreal)—Tuesday, Thursday and Saturday.

## H GILDERSLEEVE, Capt. Bowen.

From Kingston at 9 o'clock morning—Tuesday, Thursday and Saturday.

From Dickinson's Landing at 4 o'clock morning, (or on the arrival of the mail from Montreal)—Wednesday, Friday and Sunday.

## H GILDERSLEEVE, Capt. Bowen.

From Kingston at 9 o'clock morning—Tuesday, Thursday and Saturday.

From Dickinson's Landing at 4 o'clock morning, (or on the arrival of the mail from Montreal)—Wednesday, Friday and Sunday.

From arrangements which have been made with the Upper Canada Stage and Steamboat Company of Montreal, passengers between Montreal and Kingston arrive at those places on the afternoon of the second day.

The above boats call at Gananoque, Brockville, Maitland, Prescott, Ogdensburgh, Matilda and Williamsburgh each way.

Baggage and parcels at the risk of the owner, unless booked and settled for as freight.

Lake and River Steamboat Office,

Kingston, 1st May, 1841.

Of these steamers the St. George has often been mentioned and fully described. The Niagara belonged to the Honorable John Hamilton. She was built at Niagara and was of 475 tons burthen. On her trial trip from Niagara to Kingston she accomplished the distance in 16 hours, a remarkably high rate of speed.

## THE CITY OF TORONTO

was built at the same place, and was of somewhat larger dimensions than the former vessel, having 500 tons burthen.

For the season of 1842 another new steamer of 500 tons, also built at Niagara, named the Princess Royal, supplanted the St. George, Captain Colclough being in charge.

On the Niagara Captain Elmsley displaced Captain Sutherland, and the City of Toronto was commanded as formerly. There were no other changes, and the steamers ran as in 1841, connecting with the Brockville and Gildersleeve at Kingston for Dickinson's Landing.

In 1843 the Niagara had become the Sovereign, remaining under her former captain, and there were no other alterations, excepting that the steamers connected at Kingston for the first time with vessels running direct to Montreal. Their advertisement ran thus:—

## MONTREAL DIRECT.

The New Low-Pressure Steamboats,

CHARLOTTE AND BYTOWN,

Will leave Kingston for Montreal, descending all the Rapids of the St. Lawrence; and Montreal for Kingston, calling at all the intermediate ports.

These boats being strongly built, expressly for the navigation of the River St. Lawrence, and having low-pressure engines, afford a de-



mirable conveyance to persons wishing a safe, comfortable and speedy passage.

Apply to the captains on board, or to  
MACPHERSON & CRANE.

Kingston, July 4th, 1843.

In the next year, 1844, the Royal Mail Steamers recommenced their trips early in May, there being no alterations whatever between Toronto and Kingston, either in the vessels or their commanders, but a third steamer, known as the *Caledonia*, was added to those running between Kingston and Montreal. Three of these steamers also began to run in 1844 between Kingston and Coteau du Lac, namely, the *Highlander*, Captain Stearns; the *Canada*, (2nd) Captain Lawless, and the *Gildersleeve*, Captain Bowen. The latter the year previously had run with the *Brockville* from Kingston to Dickinson's Landing. The *Canada* above mentioned was a large vessel of 450 tons burthen, built at Prescott. Her master, Captain Lawless, had previously been in command of the *Kingston*.

The *Highlander*, built at Coteau du Lac in 1841 or 1842, was a very much smaller vessel. Captain Stearns, who commanded her, was her first master.

There was also a forwarding line of steamers between Kingston and Montreal, consisting of the *Favorite*, *Britannia* and *Rob Roy*, under Captains Jones, Maxwell and Dickinson respectively.

On July 1st the Royal Mail Line reduced their fares in consequence of the opposition they experienced from the *Frontenac*, (2nd) Captain Ives. Cabin was \$3, deck \$1 50 on the latter; whereupon the mail steamers made their fares \$2 and 50 cents for each class respectively. The original fares had been \$3 50 and \$1 50.

The next season, 1845, saw a good many changes in the Royal Mail Line, Captains W. and Henry Twohy superseding Captains Elmsley and Colclough on the *Sovereign* and *Princess Royal* respectively.

In 1846 there was no change in the vessels comprising the mail line between Toronto and Kingston. They remained as they were the season previously, and the changes in the steamers connecting with them at Toronto and Kingston were very slight.

Running in connection with the R. M. steamers between Toronto and Niagara, as well as between the former port and Hamilton, were the steamers *Chief Justice Robinson* and *Eclipse*, and excellent accommodation they afforded the public.

The following year, 1847, the same steamers were employed in the Royal Mail service as in 1846, but the new steamer *Magnet* was added to the list.

These continued to ply in 1848, and in connection with them, between Montreal and Kingston, were the *Passport*, *Highlander*, *Canada*, (2nd) and *Henry Gildersleeve*, commanded by Captains Bowen, Stearns, Lawless and Maxwell respectively.

Next year, under the heading "Telegraph Line, Fares Reduced," the steamers of the Royal Mail Line are thus advertised for the season:—

DAILY LINE OF OPPOSITION STEAMERS.

From Kingston to Montreal.

The fast-sailing steamers *Fashion*, Captain Wells; *Lord Elgin*, Capt. Farlinger,

In connection with the Royal Mail Steamers *Sovereign* and *Princess Royal* leave Kingston every morning (Mondays excepted) for Montreal, at a quarter past six o'clock, and go through same day.

Passengers by this line will arrive at Montreal in thirty-two hours from Toronto.

The steamers *Sovereign* and *Princess Royal* leave Toronto for Kingston every day (Sundays excepted) at twelve o'clock noon.

Cabin passage—Toronto to Montreal, (meals included,) £1 0 0.

Deck passage—Toronto to Montreal, (without meals,) £0 5 0.

Royal Mail Office, }  
Toronto, June 26th, 1849. }

The river steamers were the same as in 1848.

In 1850 there were again changes in the R. M. line, it consisting once more of three steamers from Toronto to Kingston, namely, the *Princess Royal* under her former captain, the *Magnet*, Captain James Sutherland, and the *City of Toronto*, also under her old master. For a very short time in the beginning of the season the *Sovereign*, Captain Neil Wilkinson, formed one of the line to Kingston. This was while the *City of Toronto* was employed elsewhere. In 1851 the *Passport* displaced the *Sovereign*, Captain Henry Twohy being in command of her, there being no change in the other steamers.

In 1852, though there were few changes on the lake steamers, the vessels indeed with their commanders remaining the same, there were many minor alterations. The arrangements for the season were as follows:—

LAKE ONTARIO.

The steamer *Magnet*, Captain J. Sutherland.

The steamer *Princess Royal*, Captain J. Dick.

The steamer *Passport*, Captain H. Twohy.

DOWNWARDS.

*Magnet*—On Mondays and Thursdays, leaving Hamilton at 7½ a.m., and Toronto at 1½ to 1 p.m. for Kingston.

Princess Royal—On Tuesdays and Fridays from Toronto to Kingston, at a  $\frac{1}{2}$  to 1 p.m.

Passport—On Wednesdays and Saturdays, from Toronto to Kingston, at a  $\frac{1}{2}$  to 1 p.m., arriving at Kingston next morning, in time for the river mail boat, which reaches Montreal early same evening.

Calling at intermediate ports, (weather permitting.)

#### UPWARDS.

Passport—On Mondays and Thursdays, from Kingston to Toronto and Hamilton, at 3 p.m., on the arrival of the river boat, arriving at Toronto early next morning, and leave there for Hamilton at 8 a.m., and return from Hamilton to Toronto at 3 p.m. on Tuesdays and Fridays.

Magnet—On Tuesdays and Fridays, from Kingston to Toronto and Hamilton at 3 p.m. on the arrival of the river boat, arriving at Toronto early next morning, and leave there for Hamilton at 8 a.m.

daily, leaving every week day at noon, and on Saturdays at 10 $\frac{1}{2}$  o'clock, arriving at Kingston at 2 p.m. the next day.

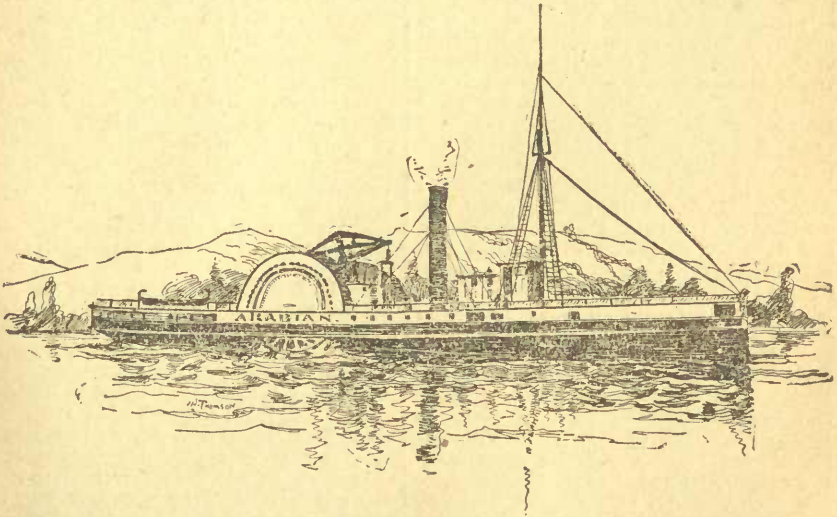
DOWNWARDS—From Kingston to Montreal, daily, at 5 $\frac{1}{2}$  a.m., arriving at Montreal the same evening.

Calling at Coteau du Lac, Cornwall, Dickinson's Landing, East Williamsburg, West Williamsburg, Matilda, Prescott, Maitland, Brockville and Gananoque.

Royal Mail Steam Packet Office, }  
Front street, Toronto, May, 1852. }

Many as were the alterations in the smaller details of the R. M. Line in 1852, they were small as compared with those effected in 1853.

This season saw four steamers on the lake, and also four on the river, instead of three, as in the preceding season. Those on the former waters were the Arabian, Captain Colcleugh; the Maple Leaf, Captain James Dick; the Magnet and Passport, commanded as in 1852.



THE STEAMER ARABIAN.

Princess Royal—On Wednesdays and Saturdays, from Kingston to Toronto and Hamilton, at 3 p.m., on the arrival of the river boat, arriving at Toronto early next morning; and leave there for Hamilton at 8 a.m., and return from Hamilton to Toronto at 3 p.m., on Mondays and Thursdays.

#### RIVER ST. LAWRENCE.

The steamer Ottawa, Captain Putnam.

The steamer Lord Elgin, Captain Farlinger.

The steamer St. Lawrence, Captain Howard.

UPWARDS—From Montreal to Kingston

Of the river steamers connecting with them at Kingston, the New Era was added to the three already upon the route from there to Montreal.

The next season, that of 1854, saw changes again, the R. M. Line once more consisting of but three steamers, their route being direct from Hamilton to Kingston.

The three steamers were the Magnet, Arabian and Passport, the two former still under their old commanders, while the last was under Captain Harbottle, in place of Captain Twohy, the former remaining



in command of her for many subsequent years.

That is now (1893) thirty-nine years ago, and Captain Harbottle in a green old age, is still living, while one of his sons, like his father before him, worthily to himself and with credit to his principals, commands a lake steamer.

No changes occurred in the vessels or their captains in the season of 1855, but in 1856 there were very many.

The boats ran through from

#### HAMILTON TO PRESCOTT

direct, and there were four packets as there were in 1853.

It was described as the quickest and most direct route from Hamilton to Toronto, Darlington, Port Hope, Cobourg, Kingston and Montreal.

The following were the arrangements of this line for the season:—The River Line, composed of the *Banshee*, Capt. Howard; *New Era*, Capt. P. G. Chrysler; *St. Lawrence*, Capt. Maxwell; *Ottawa*, Capt. Kelley, left the canal basin, Montreal, daily, at nine o'clock a.m., and Lachine on the arrival of the twelve o'clock (noon) train from Montreal (except Sundays, when they left on the arrival of the nine o'clock train), calling at all intermediate ports, arriving in Kingston early on the following day, where they met the Lake Ontario steamers *Kingston*, Capt. Hamilton; *Passport*, Capt. Harbottle; *Arabian*, Capt. Selater; *Magnet*, Capt. Twohy, for Cobourg, Port Hope, Toronto and Hamilton, connecting at Hamilton with the Great Western Railway for London, Chatham, Windsor, Detroit, Chicago, Milwaukee, and all ports on Lake Michigan; and at Lewiston for Niagara Falls, Buffalo, and all ports on Lake Erie. Passengers taking the evening train of the Grand Trunk Railway met the steamers at Coteau Landing, thereby avoiding hotel expenses at Brockville. The lake steamers also connected at Brockville with the morning express train, and was the only direct line for Kingston, Cobourg, Port Hope, Darlington, and Toronto. To tourists this line afforded a most comfortable, pleasant and expeditious conveyance, the steamers being fitted up with elegantly furnished saloons and state rooms, passing through the beautiful scenery of the Lake of the Thousand Islands and all the rapids of the St. Lawrence by daylight.

In 1857 there were yet more changes, the line being advertised as being "the only line without transshipment," and being made up of the following first-class steamers, viz.:—*Kingston* (iron), Captain Kelly; *Banshee*, Captain Howard; *Passport* (iron), Captain Harbottle; *New Era*, Captain Maxwell; *Champion*, Captain Sinclair;

*Magnet* (iron), Captain Twohy—built expressly for lake and river navigation, commodious, staunch, and well found with every requirement for safety, and fitted and furnished with every modern convenience and comfort.

One of these steamers left the canal basin, Montreal, every day (except Sundays) at 9 a.m., and Lachine on the arrival of the noon train from Montreal, for Hamilton and intermediate ports, direct, without transshipment, connecting as follows:—At Hamilton, with the Great Western Railway for London, Chatham, Windsor, Detroit, Chicago, Galena, St. Paul, Milwaukee, etc.; at Toronto, with the Northern Railroad for Mackinaw, Green Bay, and all ports on Lake Michigan; at Niagara, with the Erie & Ontario Railroad for Niagara Falls, Buffalo, Cleveland, Toledo, Columbus, Cincinnati, etc.

To families moving west the advantages were unequalled, the steamers running through without transshipment direct to the railway depots at Toronto and Hamilton.

The Royal Mail Line had now lost its distinctive character, the bulk of the mails being at this time carried by the railways, but it is impossible to conclude this description of the line without a brief reference to some of its leading officials and ship owners.

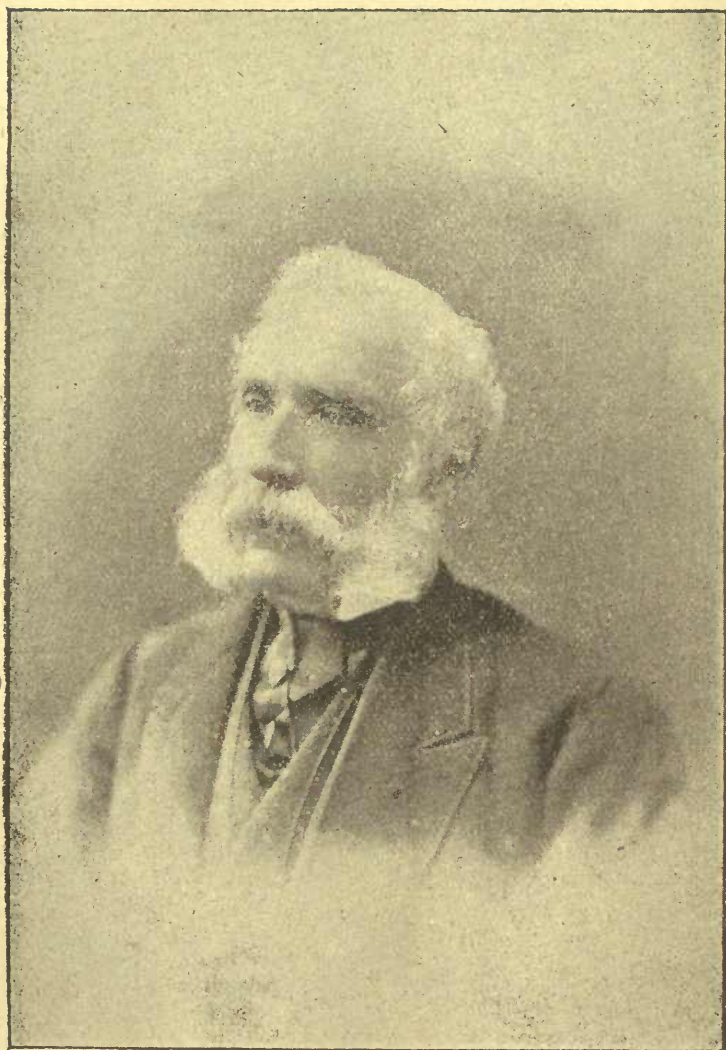
Among the former no one claims, and claims more worthily, a place, than the

#### SECRETARY AND TREASURER

for no less than fourteen years—Mr. G. B. Holland.

Mr. Geo. B. Holland was born at Montreal on the 8th of March, 1816, and was the oldest representative of the Holland family who settled in the city of Hull, Yorkshire, England, some time during the sixteenth century. His father, Mr. Ralph B. Holland, was born in Hull, Yorkshire, in 1764, and his mother, Miss Reylance, a descendant of the De Prendergast family, was born at Clonmel, County Tipperary, Ireland, in 1780. Many of Mr. Holland's ancestors were engaged in shipping and some held high rank in the Royal Navy. The father of Mr. Holland was brought up to no profession, having on his coming of age ample means. He was, however, induced to engage in speculation and lost thereby most of his fortune. Through the influence of his friend, Col. O'Neil, of the 14th Light Dragoons, he obtained a supernumerary official position in the same regiment, with rank and pay of major, and saw service in Ireland during the disturbed state of the country after the rebellion of 1798. On the breaking out of the war of 1812 with the United States, Mr. Holland, senior, ex-





GEORGE BURTON HOLLAND

Formerly Secretary Royal Mail Line of Steamers.

op. 904

See pp. 905, 907



changed into the 19th Light Dragoons, which regiment was under orders for Canada. The headquarters of this regiment were stationed at Montreal. On peace being proclaimed he left the service and settled there in 1820. He then, with his family, went to the United States. In 1828 he returned to Canada and took ill at Port Hope and died at his son-in-law's house, the late Dr. Hutchison. The family then settled in York, now Toronto. Mr. Geo. B. Holland, the subject of this notice, was educated at Peterboro, Ont., under the late Rev. Samuel Armour, rector of Cavan, with the view of following the profession of medicine. On the breaking out of the Mackenzie rebellion in 1837, Mr. Holland went to Toronto and joined the First Incorporated Dragoons, and was about three years in that service as Acting Quarter-Master.

In 1841 he was appointed purser of the Royal Mail Steamer *Sovereign*, under command, first, of Captain Sutherland, and then of the Honorable Captain Elmsley.

In 1843 he was appointed secretary and treasurer of the Mail Line owned by Donald Bethune, Andrew Heron and Captain Thomas Dick, all now deceased. In 1857 he embarked in the hardware business. In 1866 Mr. Holland was appointed superintendent of the London and Lancashire Insurance Company and the Phoenix Life of Hartford, and in 1870 became manager of the Ontario Branch Agency of the Equitable Life. In 1880 he assumed the management of the Union Mutual Life of Portland, Maine, and in 1884 was assistant manager of the Etna Life. In September, 1887, he took the responsible post of special agent to the Canada Life of Toronto, and held the same position until his death in 1889.

Mr. Holland married in 1843 Miss Cowan, only daughter of the late Alex. Cowan, senr., of Pittsburgh. County of Frenenac, Ont., grand-niece of the late Capt. David, of the Royal Navy. Mr. and Mrs. Holland had six daughters and three sons born to them. The eldest and youngest of the latter died.

#### CAPTAIN WILLIAM GORDON.

Of the captains and other officers who sailed on the steamers of the R. M. Line, or on those directly connected with them, the following reminiscences may possibly be read with interest:—

There were in the fleet several old salts, originals in their way, brought up as regular seamen, having navigated nearly all quarters of the globe in sailing vessels. One in particular, Capt. Wm. Gordon, a brother-in-law of Capt. Thos. Dick, was a noted sailor of the old school, and had all the feelings and prejudices of his class

against any innovation of established rules of all sailing crafts, and had a most thorough contempt of steam as a means of propelling power, which he said was a humbug, "a delusion and a snare." Mr. Bethune was at the time Capt. Gordon made his appearance in Toronto luiding at Niagara the steamer *Admiral*, and arrangements were made that Gordon should command her. In fitting it out he had the steamer rigged as much like a sea-going sailing craft as possible, two masts, large main and foresail, foretopsail, square sail, jib and flying jib, and a four-pound carronade mounted on the bow. The vessel was painted black, with a narrow streak of white around above her guards. All the Royal Mail steamers on the lake when built were rigged in the same way. The City of Toronto and *Princess* had three masts, but after a time this rigging was found in the way and caused accidents, so they were changed, and reduced to only one mast and jib, and soon Gordon had the mortification of seeing his favorite rigging removed. He said "the owners were a set of lubbers, for what did they know about it, and who ever heard of a ship without masts!" Capt. Gordon was one of the finest and best hearted men possible, and a great favorite with the travelling public. He had always a funny story to relate. He was very partial to his cabin waiter, a colored man, known as Harney, well advanced in years and most faithful. He trusted him with the key of the locker, and when he asked his friends into the cabin, to taste some particularly fine brandy, Harney always attended to their wants. One day he told Harney to bring on some biscuits, a morsel of old cheese, and "the trimmings." The captain looked at the bottle, and said "Harney, how's this? Where is the brandy I left yesterday? Who has been drinking it?" Old Harney quietly replied, "I don't know, Sar, 'spect it must be either you or me." The Captain then said: "Look here, you old black rascal, I don't want your assistance in drinking my own brandy, and if this occurs again I will stop your grog, so now take a horn, and put the rest away." "Thank you, Captain," said Harney, "I won't take no more till you give me leave." Poor Capt. Gordon! During the cholera of 1849 both he and his excellent wife were carried off. In appearance he was a fine-looking man, about six feet in height, well built, perhaps rather too corpulent. He was every inch a sailor, and in listening to his yarns one would be reminded of that splendid character portrayed by Dickens in his "*Domboy & Son*," Captain Cuttle.



Some of Captain Gordon's anecdotes required quite as much verification as Captain Cuttle's quotations. It would have been as interesting as amusing to attempt the task. When they were found the searcher might very reasonably "make a note of it."

Captain Henry and William Twohy, Capt. Thos. Dick and Capt. Jas. Dick, Capt. Taylor and Capt. Neil Wilkinson, were all thorough seamen and gentlemen. Henry Twohy was perhaps a man possessed of more general information, at least he had the faculty of amusing his passengers on almost all subjects. He was well read and informed. Capt. Colcleugh, of the Princess, and late of the Arabian, was another eccentric man. Although not bred to the sea, he was a most careful and painstaking officer. He prided himself on his skill in bringing in his steamers to the wharf without even "scratching the paint," but it was a long process. He was a great snuff-taker, and on occasions when he had completed anything he thought clever the snuff-box was frequently used. He was a man highly educated, and a most popular and agreeable companion.

#### SOME TRUSTED CAPTAINS.

One of Mr. Bethune's most trusted and faithful officers, and a great favorite (who shall be nameless), one time committed the great mistake of starting from Toronto to an American port an hour before the advertised time. It was supposed that he had been indulging too freely that morning, (which was most unusual), as he was practically a total abstainer, and although the mate and engineer remonstrated with the captain, it had no effect. The consequence was that he left his purser ashore and others of the crew, and what was worse, an Englishman and his wife, who intended to go with the steamer on their way to England, and who had sent the nurse and children, including a young infant, to the boat in advance, discovered, when too late, that the steamer had left. One can imagine their feelings on learning the facts. Mr. Bethune, the proprietor, on being told the state of affairs, got ready another steamer which was in port, and started in pursuit of the runaway, overtook her, and transferred the crew and passengers. Fortunately the boat arrived at her port in time, and no harm came of the affair. The captain was suspended for the trip, but on returning to Toronto was reinstated, and such was the confidence reposed in him from his general unexceptionable conduct that his own promise was deemed a sufficient guarantee that the offence would not occur again, and it never did.

Both the public and the owners of the

steamboats were fortunate in obtaining the services on the different routes of men who were both popular with the former and who efficiently discharged their duties towards the latter.

There are few of those who travelled in days now long since gone by who have not a pleasant recollection of the captains referred to, and also others thus affectionately written of by one who knew many of them most intimately :

"Capt. Ralph Jones, steamer William IV.; Capt. John Cowan, steamer William IV., chief officer old Frontenac, built in 1816-17; Capt. Edward Harrison, steamer Queen of the West; Capt. Thos. Miller, steamer Union; Capt. Harbottle, steamers Passport and Chicora; Capt. Chas. Perry, steamers Highlander, Bowmanville and Her Majesty; Capt. Duncan McBride, steamers Admiral and Princess Royal; Capt. Duncan Sinclair, steamers Passport, Algerian and Bavarian; Capt. Arch. Sinclair, steamer Monarch; Capt. Thos. Leach, steamers Chief Justice, Arabian and Chicora; Capt. Chas. Charmichael, steamer Kingston, burnt, captain and some of the crew and passengers lost; Capt. Duncan Milloy, steamers Zimmerman and City of Toronto; Capt. Wm. A. Milloy, steamer City of Toronto; Capt. Hon. Jno. Elmsley, steamer Sovereign; Capt. George Schofield, steamer Maple Leaf.

"And the captains on the river steamers were equally popular men, in fact all the captains in the fleet were justly so. One captain in particular is well worthy of notice, Capt. Robt. Kerr. He was one of Mr. Bethune's first, and one of his most faithful, officers, and one of the pioneers on the Rochester route, a man of very few words, always at his post, and punctuality was deemed by him of great importance. In appearance he was, as compared with most men, a giant; his height was about six feet five inches, and built in proportion, in fact, a splendid specimen of a man. His strength was immense, and yet he was one of the most quiet and inoffensive men possible, a strict disciplinarian on duty, and would allow no undue familiarity from his chief officer or crew, courteous and polite to his passengers, which rendered him a great favorite with all who knew his real worth. His son, Robt. Kerr, jr., a most promising and rising man, and the pride of the old captain, was all through the American civil war when quite a youth, and now holds some good position of trust in one of the chief railways.

"Some captains, although good seamen, are not expert in bringing a steamer to the wharf. It requires a particular sort of

knack, with firm, good nerves. A clumsy man, which was the exception rather than the rule in Bethune's fleet, would run great danger in breaking fenders and lines and damaging the sides of the vessel, injuring the wharf, and running into other vessels. The most expert captain at this duty was the much-respected and popular commander, John Gordon, who was master of several steamers on the Hamilton route extending over many years. His last steamer, the *City of Hamilton*, was a swift boat, and it was a sight well worth witnessing to see him bring the vessel to the wharf. He would come in full speed within about two boat lengths of the wharf, and when one would fear by appearances that he would dash into it, he would ring the bell to stop, then a turn or two of the wheel to reverse, and he would lay her close alongside as quietly as a skiff coming in, without (in calm weather) using a line or injuring the paint. Many others were very expert. Those not wishing to run the risk of approaching too swiftly would use their spring lines, which only made a difference of a few minutes, but of course much depended on the weather, and how the vessel was laden. Capt. John Gordon, when the writer had the pleasure years ago of his intimate acquaintance, was a sterling good man. In appearance he was about five feet ten inches, a model in build, and a most courteous man, and in strength herculean. He was highly connected socially. His brother, a captain in one of the Highland regiments, was stationed here. Capt. John Gordon's boat was famous for the splendid table he kept, known well in those days by the travelling public. He gave up sailing many years ago, and at last accounts had turned his attention to farming near Guelph, and was prosperous and happy."

In concluding this account of the Royal Mail Line a reference must be made to some of the pursers, engineers and stewards of the fleet. Among some of the best known of these were :

#### PURSERS

Isaac Stanton, subsequently in the Government at Ottawa, dead.

Duncan McBride, subsequently Captain, dead.

John Berry, dead.

George Schofield, subsequently Captain, killed, being run over by railroad engine at Rochester.

Thomas Miller, subsequently Captain, dead.

Thomas Leach, subsequently Captain. He died in Toronto in the early days of 1893, a man whom to know was to esteem.

Chas. Carmichael, subsequently Captain, drowned at burning of steamer *Kingston*.

Isaac Cowan, resided in Toronto for many years.

Anthony Hawke, dead.

Edward Hawke, residing at New York.

Geo. M. Hawke, resides at Toronto.

Geo. B. Holland, subsequently Secretary and Treasurer of the line, since deceased.

Josias Bray, and

William Schofield, of Walkerton and Toronto respectively.

#### ENGINEERS.

Mr. McBride, Jno. Torrance, John Young, Geo. Monro, Alex. Starke, David Smith and Jno. Boxall.

#### STEWARDS.

William Whitlaw, a farmer near Guelph, and a man of influence.

John Quinn, subsequently a butcher in St. Lawrence Market, and Sergt.-Major in the Royal Grenadiers, now dead.

John Smith was an alderman of the city ; now dead.

Dennis Hurley, subsequently proprietor of Terrapin saloon.

Wm. Brennan, became a well-to-do farmer at Frenchman's Bay.

James Smith, now sole owner of the Walker House.

The mortality amongst our steamboat men has been great.

None of the owners alive in 1840 now survive, and very few, if any, of the captains or other officers, but it is more than fifty years ago, and we know that in this, as in all other things, the Latin proverb *Tempus edax rerum* is but too true.

#### CHAPTER CCXLVI.

**Storms and Shipwrecks—Great Destruction of Life and Property—The Commercial Distress in 1857.**

A terrible storm swept over the lakes on October 21st, resulting in great damage to the shipping and lamentable loss of life. On October 22nd two men arrived at Point Sauble, almost naked, and their feet badly frozen, who informed the people of the neighborhood that they were firemen on board of the *Rindeer*, and that they were the sole survivors of the entire crew—she having been wrecked the previous evening. They stated that all day a most terrific gale blew from S. S. W., suddenly shifting to all points of the compass, with a tremendous sea running. The steamer kept up pretty well all the forenoon, but in the afternoon she shipped a heavy sea which extinguished the fires, and the captain had no recourse left but to set the helm up and make for the beach. For several hours in the evening the hurricane and snow storm increased



in fury, and it was utterly impossible to see or to do anything. Those on board could only wait with anxiety the fate which they knew awaited them. At length somewhere about midnight, the steamer struck, and almost instantly the sea broke over her, and washed the whole crew into the lake, where 21 of them found watery graves. The two men who escaped were firemen, and they stated that they were utterly unable to relate how and in what manner they were saved. The first they knew after she struck was when they found themselves on the rocky beach. Next day the steamer was nearly all broken to pieces, and her timber and cargo were strewn along the shore for miles.

The Reindeer was a side-wheel steamer, known by sailors as a "Pollywog." She was owned by Holcomb & Henderson, of Montreal, and sailed from Chicago on the 16th inst., with 13,000 bushels of wheat, 61 barrels of tallow and some flour, for St. Joseph, where she was to take on some flour, and then start for Kingston. She had a crew of 21 men and two passengers. The captain's name was Geo. Patterson, a Scotchman, who belonged to Kingston. He was much respected by all who knew him. The name of the steward was James Henry, and that of the purser, Charles Bradford, of Toronto. The steamer was eight or ten years old, and was valued at about twenty thousand dollars. The cargo was owned by Renard & Frere, of Montreal. Both vessel and cargo were insured.

The latter days of 1857 had been marked by great financial distress throughout the Provinces of Canada, both Upper and Lower. Mercantile houses supposed to be as solvent "as the bank" had toppled over, bringing with them in their fall yet smaller houses, who, having unexpected pressure put upon them to settle their accounts while their credit was impaired, could no longer meet their liabilities. The imports for 1856 amounted to \$1,685,959, but in 1857 they only reached \$1,325,880, a decrease of more than \$360,000, and in the exports the decrease exceeded \$137,000. The prospects therefore for trade during 1858 were anything but reassuring. The *Toronto Leader* of April 2nd, 1858, in referring to the shipping trade, more especially in the Upper Province, says:—"It is matter of regret that in the outset we must speak of the prospects of this branch of our trade as much darker than usual. The present season of navigation opens before business men have recovered from the prostration of the late commercial crisis." After some more general remarks, setting forth how confidence among business

men had been shaken, if not wholly displaced, the *Leader* adds, "This displacement has, of course, caused that lack of energy and business-like preparation which marks the present spring. Of the three forwarding, or freight lines, usually running between this port and Kingston, Montreal and other parts of the St. Lawrence, the boats of two of the companies are in the hands of assignees and none of them are, we believe, fitting out for traffic." After further lamentations over the poor prospects for the season the article concludes.

The American line of steamers that in 1857 were plying between Ogdensburgh, Lewiston and Toronto, were in 1858 all in the hands of the liquidators. What was known as the Royal Mail line comprised the steamers *Kingston*, *Champion*, *Banshee*, *New Era* and *Passport*. They were under the command of Captains Kelley, Sinclair, Howard, Cryslar and Harbottle respectively. Ives & Co.'s line of freight steamers was the only one that had weathered the storm. They were on their usual route, but one steamer among them, the *Dawn*, had been withdrawn.

The *Peerless* was on the Niagara route from Toronto throughout 1858, while the *Zimmerman* had been transferred to that between Toronto and Hamilton. Through communication between Montreal and Lake Huron was ensured by the American Line of steamers, running in connection with the Northern Railway of Canada, from Toronto to Collingwood. These vessels, four in number, were the *Montgomery*, *Hunter*, *Evergreen City* and *Outanagon*. They ran from Collingwood to Chicago daily. They were 879, 681, 624 and 600 tons respectively; their commanders being Captains Nicholson, Dickson, Pall and Wilkins.

Two schooners, named respectively the *Alliance*, Captain S. S. Hamilton, and the *Union*, sailed in June from Toronto for Halifax direct. They carried on their outward voyage cargoes of wheat and flour, and on their return journey to Toronto were laden with sugar. The speculation appears to have been a successful one, as other trips were undertaken to the same ports.

The following steamers plied on the route between Montreal, Cornwall and Port Covington, during the navigable season of 1858:—Steamer *Fashion*, Captain C. B. DeWitt; steamer *Star*, Captain Allan McDonald. Upwards—Steamer *Fashion* left Montreal on the afternoons of Tuesday and Friday, and steamer *Star* on the afternoons of Monday and Thursday, calling at Lachine. Downwards—Steamer *Fashion* left Dundee on the mornings of Monday and Thursday, and steamer *Star* on the mornings of Wednesday and Saturday, calling at



Lancaster, St. Anicet, Port Lewis, Coteau Landing, Valley Field, Lower Coteau and Beauharnois.

Later, in 1858, the Zimmerman, Captain Masson, resumed her former route from Toronto to Niagara Falls.

The steamers Zimmerman and Peerless, Captains D. Milloy and E. Butterworth, had their routes slightly altered for the season of 1859. The former made two trips each way daily from Toronto to Lewiston and vice versa, while the latter also made two journeys between the same ports, but extended her trip to Port Dalhousie.

On May 19th William Bright offered for sale the hull of the ferry steamboat Transit, then lying at Toronto. This said hull was, so the advertisement states, intended for the Island ferry. Its dimensions were 120 feet by 18 feet, with a depth in the hold of five feet six inches.

Commencing on July 26th, the Royal Mail steamer Rescue, so she was described by her captain, Thomas Dick, left Collingwood with the mail for the Red River, calling at Fort William, Sault Ste. Marie, Bruce Mines and intermediate ports. She also called "at Michipicoten Island with passengers if required." The Plough-boy was another steamer on the same route. She also was describe as the Royal Mail steamer.

THE PROPELLER BANSHEE, which must not, though, be confounded with the Royal Mail steamer of the same name, was wrecked in the St. Lawrence on September 14th. It is scarcely to be credited, but it is true nevertheless, that in descending the river at night the steamer was actually left in the sole charge of a man named Finnigan, who was at the helm. He went to sleep, and the steamer being left to her own guidance, ran ashore on Whiskey Island, on the American side of the river, about five miles below Alexander Bay. She struck a sunken rock, and in 20 minutes sank. Her captain's name was McCrea. The accounts of the disaster do not contain any mention of what the owners of the steamer had to say to him afterwards. It is, though, not probable that they were very complimentary in their remarks.

On October 13th Brock's monument was inaugurated at Queenston by Sir Fenwick Williams, of Kars. The Peerless and the Zimmerman steamers acted for the nonce as troop ships. They conveyed great numbers of the militia who were present from Toronto and Hamilton.

The Royal Mail through line for 1859 comprised the following five steamers, namely, the Passport, Champion, New Era, Banshee

and Kingston. This was exactly as in 1858, the only change being that Captain Smith on the Chauncion supplanted Captain Sinclair. Later in the season Captain Alton assumed command of the New Era, vice Captain Chrysler. One of the royal mail steamers left the Custom house wharf, Toronto, every morning at 8 o'clock, in connection with the express trains for Niagara Falls, Buffalo, New York and Boston.

On the bay, Toronto, the steamer Firefly, in addition to her daily trips to and from the Island, made every Tuesday and Friday moonlight excursions round the bay. An advertisement of the time says "for the accommodation of dancers there will be music on board. Fare only one York shilling."

On November 7th, the Britannia, propeller, was, while lying at Anglin's wharf, Kingston, destroyed by fire, and what little the flames spared was engulfed by the waters of the lake. She was fully insured. Her owners were Messrs. Holcomb, Cowan & Co., of Montreal.

The Zimmerman, Captain D. Milloy, recommenced her usual trips from Toronto to Niagara on April 9th, immediately on the opening of the harbor in 1860.

There was no change in the vessels known as the Royal Mail Line. They were five in number, as in 1859. In connection with them the steamers Northerner, Captain Kilby, and New York, Captain Van Clive, left Tinning's wharf, Toronto, on alternate days for Cape Vincent, Brockville and Ogdensburg, connecting at the first port with the steamer for Kingston and at Ogdensburg with those for Montreal and Quebec.

Captain Robert Moodie, on May 6th, announced that the Firefly would on the day following resume her regular trips to the Island from Toronto. Her first trip of the season had been made on the previous Good Friday, April 6th.

A new steamer, the Jenny Lind, appeared on the route from Toronto to Montreal. She was chartered by the Royal Mail Line. Another well-known American river steamer was the Buffalo.

During the close of 1859, and prior to the opening of navigation in 1860, efforts had been made to have the charges on freight and minerals entering Toronto harbor reduced. The result was that when the harbor re-opened the following notice appeared:

HARBOR COMMISSIONER'S OFFICE,

Toronto, March 22, 1860.

Copy of a resolution of the Harbor Commissioners appointed this day.

Moved by Mr. Worts, seconded by Mr. Harris, that from the commencement of the season of 1860 the following changes be made in the tariff:

That twelve and half cents per ton of 2,000 lbs. be charged on all merchandise, and all unenumerated articles brought in by weight.

That the charges on coal be reduced from twenty-five cents to twelve and half cents per ton of 2,000 lbs.

(Signed,) J. G. CHEWETT, Chairman,  
Toronto Harbor Commissioners.

On April 9th the steamer Bowmanville left Kingston for Toronto and Hamilton, being the first steamer of the season to pass from east to west.

What might have proved a very serious accident occurred to the steamer Bay State on the morning of Wednesday, May 9th. During a dense fog on her way up from Montreal to Toronto, on passing through the eastern gap in the Island opposite the city, she ran ashore, and despite all the efforts made by the captains of the Zimmerman and Hercules, could not for a long time be floated. A number of passengers were on board who were conveyed across to Toronto from the Island in small boats. Not until May 12th were the efforts to float the Bay State successful. When this was done she was happily found to be uninjured, and she steamed into Toronto Bay looking none the worse for her accident.

In anticipation of the visit to Canada of H. R. H. the Prince of Wales, the Royal Canadian Yacht Club, at a meeting held on May 21st, came to a determination to get up a grand regatta in Toronto, to be held when the Prince paid his expected visit.

The Prince arrived in Toronto from Cobourg by the steamer Kingston on September 7th. A temporary wharf was erected directly opposite the landing place at the foot of John street. Among the thousands who welcomed him were the members of the R. C. Y. Club. It had been the intention that the yachts should meet the Prince's vessel at the harbor mouth, bearing down in line, the Commodore leading, each yacht tacking or wearing as the steamer Kingston passed, and dipping her ensign, but this plan was found, owing to the absence of wind, to be impracticable, and the yachts were ordered to move in line opposite the landing place. As the Kingston entered this line the cross trees were manned, ensigns were dipped, and three hearty cheers given in honor of the illustrious visitor. The members of the club were all in uniform, and H. R. H. is said to have expressed himself as highly gratified with the reception they afforded him.

One of the most lamentable accidents that ever happened on the lakes occurred on September 8th to the Lady Elgin on Lake Huron. She collided, or was run into

rather, by the schooner Augusta, and sank in twenty minutes in the hundred feet of water. She had a party of three hundred excursionists, fifty ordinary passengers, and a crew of thirty-five officers and men. Of these only ninety-eight were saved, among the lost being Mr. Herbert Ingram, proprietor of the London *Illustrated News*, and a great number of Canadians. This news arriving in Toronto, in the midst of the rejoicings consequent upon the visit of the Prince of Wales, saddened many a heart and darkened many an otherwise joyous household.

The regatta arranged for the Prince's visit took place from the harbor, Toronto, on Tuesday, September 11th. The Prince having signified his intention of being present at the start, and at the same time receiving an address from the club, it was decided that the boats should be moored in line in front of the amphitheatre, where the address was to be presented; the members of the club there assembled in uniform on the platform for the purpose of greeting the Prince. On his arrival, accompanied by the Mayor and several members of the corporation of Toronto, he was received with hearty cheers. The commodore of the club, Lieut.-Colonel Durie, then advanced and read the address, to which the Prince replied in suitable terms. The start of the yachts then took place. The race, which was over an unusually long course, extending outside from the harbor mouth to Mimico, a dead heat of several miles, and from thence round the light house point to a buoy outside the island, near the gap. The *Rivet* was the winning vessel, that being the third match she won in that season, being equally fortunate at the Cobourg and Kingston regattas. The Prince left Toronto by rail, not by water, on the following day.

During the latter portion of September severe storms visited Lake Erie, and a great many vessels were wholly or partially wrecked. Among these were

THE SCHOONER CHAMPION,  
of Oakville, the brig Ocean, of Chatham, the Antelope, of Morpeth, and the J. G. Scott, of Port Burwell. The captains of the Ocean and the Antelope both perished and many other lives were also sacrificed.

The steamer Morning, Captain Isaac May, was on her usual route on Lake Simcoe throughout the entire season.

The Rescue, of which Captain Thomas Dick was managing director, ran from Collingwood to the Sault Ste. Marie and intermediate ports. She was a very popular vessel with tourists and was well fitted up and managed.



Another vessel on Lake Huron, one previously mentioned, the *Ploughboy*, this year was under command of Captain D. W. McLean. She was chartered by, if not the actual property of, the Great Northern Railway and carried the mail for the north-west, as did the *Rescue* also.

The first vessel to leave Toronto harbor in the spring of 1861, with merchandise, was the steamer *Coquette*, G. B. Chisholm, master. She sailed March 29, and carried 10,000 bushels of wheat, consigned by Haganan & Co., of Toronto, to Mr. Hagaman, of Oswego.

The trips of the *Zimmerman* to Niagara were commenced on April 23rd.

The vessels of the Royal Mail Line, or, as it was afterwards called, the "Through Line," were the *Magnet*, *New Era*, *Kingston*, *Champion*, *Banshee* and *Passport*. They ran, as heretofore, from Hamilton to Montreal.

A serious accident occurred to the *George Moffatt*, propeller. She ran ashore while passing down the Long Sault rapids, on April 21st, narrowly escaping total shipwreck.

There was no change on Lake Simcoe, the *Morning* still continuing at her work, and with the addition of the *Clifton*, W. H. Smith, master, the steamers on Lake Huron were the same as in 1860.

The freight steamers between Hamilton and Montreal remained much the same as in the immediately preceding season. They numbered among them the *Avon*, *Huron*, *Colonist*, *Wellington* and *West*. The steamer *Bowmanville*, Captain Smith, of the *Beaver* Line, also carried both freight and passengers from Toronto to Montreal.

On May 10th there was launched at the Nottawasaga River a large sailing vessel, afterwards known as the *Queen of the North*, Captain A. Martin. She was the property of Messrs. A. M. Smith and G. H. Wyatt, of Toronto; was built by John Potter, of Oakville, and was intended to ply with grain between the upper lakes and Montreal.

Another launch took place on the following day, May 11th. A new steamer for Lake Simcoe, intended to replace the *J. C. Morrison*, burnt some time previously, was launched at Orillia. She was a pretty vessel, 151 feet long, 24 feet wide and 7 feet 8 inches deep. Her engines were supplied by the well-known engineers, Gartshore, of Dundas, her builder being Hugh Chisholm. She, at her launch, was christened the *Emily May*, out of compliment to the eldest daughter of her owner and master, Isaac May. Miss Worthington, of Toronto, gave the vessel her name.

Early in May Robert Moodie, captain of the *Fire Fly*, advertises from Toronto, "The *Fire Fly* has commenced her trips to the island, where our citizens can get a mouthful of fresh air. She starts at 11 a.m. and every hour afterwards." There is a very great contrast between Toronto Island in 1861 and the same place thirty years later.

#### FAREWELL THE PEERLESS.

About the end of May there disappeared from Canadian waters one of the most popular steamers that had ever sailed thereon, the *Peerless*. She was purchased from the Bank of Upper Canada by J. T. Wright, of New York, for \$36,000. She left Toronto on May 10th, under Captain Robert Kerr. Upon reaching Montreal it was found necessary to dismast her to enable her to pass under the Victoria Bridge. This was accordingly done, and on May 27th she arrived in Quebec. But Wright's troubles were not nearly over. Before he could take her away from Quebec much had to be done. It was ascertained that under recent British laws the vessel could not sail for a foreign port without an Imperial clearance. This, she being owned by an American, the proper officer at Quebec could not grant. Wright then applied to the American consul at Quebec for a "sailing letter." This also was declined on the ground that the *Peerless* might be intended for the use of the Confederate States, the American civil war having just broken out. Wright then was obliged to give heavy bonds that the vessel would not be used for warlike purposes, and was eventually allowed to clear her, on condition that she was placed under command of Captain McCarthy, who was a Nova Scotian by birth, but a naturalized American citizen. Eventually the *Peerless* formed one of the Burnside expedition and was wrecked off Cape Hatteras. Her owner, J. T. Wright, received no less than \$100,000 compensation for her loss, besides \$6,000 for her hire.

At Hamilton, on May 29th, was launched at Cook's wharf the steam tug *Hero*. She was built by A. Lavallee, of Hamilton, and was owned by him in conjunction with Messrs. Barr and Maxwell, of the same city. Misses Lavallee and Barr both assisted in naming this steamer.

Tenders were invited in all the provincial papers, in May and June, for the erection of a lighthouse and also a house for the keeper, at the Queen's wharf, Toronto. Quantities and specifications were to be obtained from Kivas Tully, architect, Toronto. The notice was signed by "Hugh Richardson, Harbor Master."

On July 11th the steamer *Bowmanville*



carried a large number of excursionists from Toronto and other ports between that city and Kingston to Quebec, to see and inspect the

**GREAT EASTERN STEAMSHIP,**  
then just arrived from England. When it is borne in mind that this vessel was no less than 650 feet in length, and that she was wide and deep in proportion, it is little to be wondered at that great numbers of people availed themselves of the advantages offered by the proprietors of the Bowmanville. On July 26th, on the return journey, so pleased were the passengers at the attention paid to them by Captain Smyth, the master of the vessel, and his subordinates, that the gentlemen among them presented him with an address, accompanied by a silver cup and salver. This address was signed on behalf of the others by T. D. Harris and S. B. Fairbanks. The ladies of the party, not to be behind "their brothers and their cousins and their uncles," also asked Captain Smyth's acceptance of a piece of music and also a meerschaum pipe.

On July 13th there arrived in Toronto, from the Channel Islands, under command of the gallant Colonel Mauleverer, of Crimean fame, the 30th Carbridgeshire regiment. The steamers Passport and Banshee conveyed the entire regiment, and it is worthy of note without the slightest mishap, from Quebec to Toronto. This was by no means a small undertaking.

A new steamer is in the middle of July thus announced:—

#### "IMPORTANT NOTICE.

The splendid steamer

#### BAY OF QUINTE

Will leave the Custom House wharf to-day, at 11 o'clock, a.m., for Kingston and intermediate ports. Fares reduced. Apply at Mail Line office, Toronto.

July 16th, 1861."

A yacht race took place in Toronto harbor on September 7th, between the following yachts: The Wide Awake, Dart, Rivet, Cygnet, Water Lily, Irene and Arrow. The Wide Awake was true to her name. She distanced all her competitors by seven minutes.

In view of the unsettled state of affairs in the neighboring republic, and the very tall talk indulged in by certain American politicians, a meeting was, on December 27th, held, of a number of sailors and men connected with navigation who were willing to serve on the lakes should their services be required. This meeting was called by R. Arnold, of steamer Caroline fame, and was held at G. H. Wyatt's office, Toronto, the result being that a large num-

ber of men were enrolled, and what was known as the Naval and Pilot Brigade of Toronto formed.

The Australian arrived at Quebec in the end of December with 40 officers and 833 non-commissioned officers and men belonging to the First Battalion Rifle Brigade; seven officers and 254 men of the Royal Artillery.

The Persia arrived a few days later with 4 officers and 118 men of the Royal Engineers, and 36 officers and 823 men of the 16th Regiment, under the command of Colonel Peacock.

The Niagara also brought 27 officers and 350 men belonging to the Royal Artillery.

Owing to the comparatively mild winter of 1861, navigation opened early in the spring of 1862. The Royal Mail Line of steamers commenced their trips between Hamilton and Kingston on April 20th, and as soon as the canals on the St. Lawrence opened extended them to Montreal. The steamers were the same as in the year previous.

The steamers Northerner and New York, of the American line, had been sold to the Federal Government for the purposes of the fratricidal war then raging in the United States. So in the early part of the season this line did not run.

On the morning of April 7th the Zimmerman made her first trip of the season from Toronto to Niagara, Lewiston and Queens- ton. Upon her arrival there, by the kindness of Major Grange, the Royal Canadian Rifle Band went on board and accompanied the boat to Lewiston and back, discoursing some of their choicest music.

On April 29th the fine steamers Ontario, Captain Estes, and Cataract, Captain Leyd- yard, of the Lake Ontario Steamboat Com- pany, commenced their regular trips, forming a weekly line from Toronto to Ogdens- burgh.

On the Royal Mail Line, Captain Swales succeeded Captain Howard in command of the Banshee.

There was a most efficient

#### THROUGH FREIGHT SERVICE

from Hamilton to Montreal during the whole of this season, Messrs. Jacques, Tracy & Co's. propellers Huron, Indian, Colonist, Avon, St. Lawrence and Ottawa, forming a daily line from and to the ports just named, calling at Oswego, Ogdensburgh and Kingston.

A barque of 400 tons burthen was launched from the ship-building yard of Messrs. Muir Bros., Port Dalhousie, on June 7th. She was called the Advance, and was christened by the wife of Captain D. Muir.

An interesting yacht race took place on September 8th from Toronto harbor, for the Prince of Wales champion cup, offered by the Royal Canadian Yacht Club. It had been arranged previously that the course should extend from Toronto to Port Dalhousie and back, a total distance of about seventy miles, thus affording a good opportunity of developing the sailing powers of the crafts entered. The cup was won by the Gorilla, her time being 6 hours, 46 minutes 25 seconds. The Rivet followed her in thirty minutes, and the Breeze, though third, was more than two hours behind. This was the second year a Cobourg yacht had carried off this cup, the Wide Awake, of the same place, having secured the trophy in 1861.

A very violent storm prevailed at the eastern end of Lake Ontario on the night of November 2nd. Many vessels were wrecked, accompanied by great loss of life. The propeller Bay State, Captain Marshal, belonging to the Northern Transportation Company, was lost on her journey from Oswego with all on board, the officers and crew numbering eighteen persons.

On Lake Erie the storm was no less disastrous. As the propeller Howard was on her way from Dunnville to Buffalo, having in tow six scows, when near Point Abino, owing to the violence of the storm, the scows broke loose and were totally wrecked, no less than sixteen of their crews perishing in the waves.

Navigation closed for the season about November 17th, about the same time as in the two years preceding.

On March 5th, 1863, expired at Hemmingford, Canada East, at the age of sixty-seven years, Mr. Alexander Walker, for many years mate of the Chief Justice Robinson, and subsequently lighthouse keeper of Toronto harbor.

The Collingwood *Enterprise*, in its issue of April 11th, says: "Captain T. Dick has taken the contract for carrying the mails from Collingwood to Sault Ste. Marie this season. He will have a boat on in the course of a few days."

The Zimmerman's trips began this year on April 17th. Her command was still in the hands of Captain Milloy.

On April 15th Messrs. Chaffey, of Brockville, launched a second large propeller from their building yard. A large crowd assembled to witness the vessel, which was called the Brockville, glide from the stocks into the waters of the St. Lawrence. This firm also ran during 1863 another propeller called the Bristol, besides the steamers Wellington and Boston.

The great event of the season, in connection

with the shipping of Kingston, was the launching from that port, on April 21st, of the barque Robert Gaskin, at the Marine Railway Shipyard. This vessel was commenced in the previous October, and completed early in April following. Her dimensions were 136 feet keel and depth of hold 11 feet 6 inches. She was built expressly for the grain trade and had a carrying capacity of 20,000 bushels. She was "tree-nailed" fastened throughout, being with one exception the only vessel on the lakes at that time that was so fastened.

Navigation on Lake Ontario opened early this season (1863) on March 26th, there being two arrivals at the port of Toronto. One of these was the schooner Indian Maid, from Port Dalhousie with 450 barrels of plaster on board. The other was also a schooner from Port Credit carrying thirty-five cords of woods.

The "Royal Mail steamer Ploughboy," so the advertisement for the season described her, resumed her regular trips from Collingwood to Sault Ste. Marie on May 20th. She was under command of T. F. Park.

The Emily May, on Lake Simcoe, began her journeys from Bell Ewart to Orillia on April 30th. She was still under the same command and ownership, that of Isaac May.

The steamer Clifton, W. H. Smith, master, commenced running in connection with the Northern Railway from Toronto, on May 2nd, between Collingwood and Owen Sound.

Mr. Shickluna launched the propeller America from his yard at St. Catharines on the afternoon of Wednesday, April 29th. The vessel was owned by Messrs. Morris & Neelon, and the engine and boiler were built by Mr. G. F. Oil, all of St. Catharines.

#### THE DISASTROUS WAR.

that was in 1863 raging so fiercely between the Federal and Confederate States of America had a most baneful influence on the trade of the lakes. "There is that," says the Rochester *Union* of May 2nd, 1863, "which leads me to the belief that the steamers which ply to and from this port on Lake Ontario the coming season will be few indeed. The American Steamboat Company cannot find much to encourage the running of their large and excellent boats, and as parties on the Atlantic are seeking these boats for those waters, we need not be surprised to hear at any time that they have been withdrawn, even if they are put in commission on Monday next as announced. As for a boat to run across the lake to the north shore ports, the prospects are by no means flattering. A large and expensive boat cannot be maintained, and



small ones adapted to such a route are not easily to be had. It must be a good sea boat to get a license to carry passengers across the broadest part of Lake Ontario. Such a boat has not yet been found. Capt. Schofield has had the subject under consideration all winter, but with no conclusion as yet. The derangement of the currency puts a quietus upon the trade with Canada, hence there is little for a steamer to do on this route. Captain S. would be willing to run a boat, without profit, to accommodate the public, and keep the route open this season in the hope of future profit when trade shall resume its accustomed channels. Thus far there is nothing that indicates that a steamer will be put on the route to the North Shore this season, though the subject is still under consideration. The Canadian business done by water will be conducted by sail craft in the absence of steamers. The primitive method, in vogue half a century ago, will be revived, indeed it has been already. Schooners are carrying both freight and passengers to and from this port."

A few days later the same subject is again referred to by the *Rochester Democrat*, which says: "On Saturday evening the schooner Morgan sailed from Charlotte to Toronto with a cargo of seventy-five boxes of trees. The schooners John Wesley, Mary Adelaide and Petrel, sailed on Friday evening for Canadian ports with cargoes of miscellaneous merchandise. Notwithstanding the high price of exchange and coin, there seems to be quite a trade springing up with Canada, and in the absence of any steamer directly across the lake, this trade is carried on with schooners."

When the steamer Bowmanville was entering Hamilton on May 8th the mate of that vessel, Nathaniel Montgomery, fell overboard and was drowned. He belonged to Toronto and was unmarried. He was a most popular officer, and greatly liked by everyone.

On May 10th died at his residence, Clover Hill, Toronto, after a long and severe illness, Captain Elmsley. The deceased gentleman was a member of the Legislative Council of Upper Canada before the union. He was formerly in the Royal Navy, and as has been seen for some time commanded a steamer on the lakes.

The *Toronto Globe*, in referring to Captain Elmsley's death, says "He was liked by everyone for his kindness of heart, sincerity and candor."

Under the name of the American Express Line, "one of those magnificent steamers," so runs the advertisement, "Bay State and Cataract," leaves Toronto "every Monday, Wednesday and Friday, for Montreal and

Quebec," calling at Rochester, Oswego, Sackett's Harbor, Kingston, Brockville, Ogdensburg, etc., connecting with the new river steamers Montreal and Caistor.

Not only were the "fares at lowest rates," but *mirabile dictu* "American money was taken at par." Considering that gold at that particular time was in the United States at a premium of 150, and that "American money" consisted for the most part of "greenbacks," these terms must be considered princely in their liberality.

#### DESERTERS FROM KINGSTON.

The following amusing account of two desertions from the garrison at Kingston by the aid of the steamer Cataract is taken from the *Rochester Democrat*, published in April:—

A MILITARY IMPORTATION FROM KINGSTON, C. W.—NOVEL MODE OF DESERTION.—A passenger by the steamer Cataract, which arrived at Charlotte last evening, relates the following interesting occurrence as transpiring during the passage from Kingston to Sackett's Harbor. The boat arrived at the former port at 5 o'clock on Tuesday morning, where the captain found upon the wharf awaiting shipment an oblong box bearing the following marks:—  
*With care*

AMERICAN GLASS CO,  
Pearl street,  
New York.

From  
Wm. Hunter & Co.,  
Napanee. }

Payment on delivery.

The box was taken aboard without suspicion, and the Cataract proceeded to Sackett's Harbor. While the boat lay at the wharf, the engineer approached the box and pulled out a wisp of hay for the purpose of wiping his hands. What was his astonishment, a moment afterwards, to behold one side of the box fall to the deck, and two of Her Britannic Majesty's soldiers hastily emerge therefrom, spring to their feet, and bound up the embankment. There they halted and began their toilet. Several of the boat hands followed, with a view of requesting explanations and collecting freight charges, but, apparently fearing a recapture, the soldiers took to their heels. Upon examining the box, a stock was discovered, marked on the inside as follows: "Wm. Cassons, 4th Battery, 10th Brigade, Royal Artillery Station, Market Battery, Kingston." The plan of escape proved as successful as it was novel and ingenious; but its disclosure will doubtless prevent its repetition with impunity. As for the sergeant—one of the refugees is a sergeant—if he is recaptured, we pre-



dict that the stripes will be taken from off his arms and placed upon his back. We advise him to make for Rochester and go into the heavy artillery.

On June 22nd the American Express Line announces a change in its arrangements, as follows:—

**"CHANGE OF TIME.**

"Through to Montreal in 36 hours. American money taken at par.

"On and after Monday, June 22nd, the splendid lake steamers Ontario, Captain J. B. Estes; Bay State, Captain J. B. Mouley; Cataract, Captain J. H. Ledyard; with the new and elegant river steamers Alexandra, Captain J. N. Backus, and the fast steamer Montreal, comprising the American Express Line, will leave Toronto daily for Lewiston, Rochester, Oswego, Kingston, Brockville, Ogdensburg, Montreal and Quebec, passing the Thousand Islands and Rapids of the St. Lawrence by daylight."

The notice, after giving information as to tickets and rates of freight, modestly concludes: "This route offers to the business man and pleasure-seeker attractions not surpassed in this or any other country."

Under the heading "Water Excursions and Picnics," the owners of the steamer Hero, of Toronto, advertise July 9th that they are prepared to take parties of any number under eighty on excursions or picnics, not as might be supposed to the Island or to Victoria Park, but "to any place at very reasonable terms." The final paragraph of the notice, though, does not suggest the idea that the advertisers expect their words to be taken too literally, for they say: "Try the lake breeze and the cool spots about the Humber."

On Thursday, August 6th, the steamer Ploughboy, under command of Captain McLean, left Collingwood as usual for the Sault Ste. Marie. She reached her destination safely, and started on her return journey on the 10th. About midnight on the same date she broke her engines, which in a few seconds became absolutely useless. Captain McLean, finding the boat disabled, sent off a boat quickly to try and find a tug to render him assistance. The accident occurred off Barrie Island, about 45 miles above Little Current. In the boat despatched by the captain were the purser and mate of the Ploughboy and three other hands. While in their open craft a terrible storm burst upon the lake. After buffeting with wind and water for nine hours four of the boat's crew perished, only Duncan McLean, the mate, surviving. Meantime the passengers on the Ploughboy were unrelieved; nor was it until Thursday, August

20th, that after experiencing great dangers and not a little privation the Ploughboy and her passengers were by the steamer Nicolet, owner Mr. G. H. Wyatt, of Toronto, towed into Collingwood. The steamer Rescue took the place of the Ploughboy for the remainder of the season.

**ALAS! THE ZIMMERMAN.**

Few calamities created more regret in Toronto than the burning of the steamer Zimmerman at Niagara on the early morning of August 21, 1863. The fire was first discovered by the watchman between the smoke stacks under the main deck. The alarm was quickly given and all hands were soon on deck, every effort being made, but unavailing, to suppress the fire. Mr. Sinclair, the second mate of the vessel, in a vain endeavor to rescue some of his personal property, fell a victim to the flames. Patrick Lawless, while endeavoring to escape from the burning vessel to the wharf, he having till the last moment worked courageously at the pumps, became enveloped in smoke and fire and was burned to death.

With these two sad exceptions, the whole of the rest of the crew escaped with very slight injuries, but they lost all their property that was on the vessel.

Nothing could be done to save even a portion of the famous Zimmerman. She was doomed to entire destruction. The closing scene in her life is thus ably depicted by an eye witness:—

"The firemen at this time were playing copious streams on the burning vessel, which had not the slightest effect in checking the progress of the flames, which were spreading with fearful rapidity in every direction, and lighting up the sky for miles around. The attempt to scuttle the vessel proved futile owing to the dense heat, and although the firemen continued their efforts till a late hour in the morning, the vessel was burned to the water's edge before the fire was entirely subdued. Between four and five o'clock, the steam rushing into the cap of the whistle, caused it to give forth a dull, melancholy scream, as if sounding the requiem of the vessel."

The Zimmerman was the exclusive property of Captain Milloy, and was only insured for \$12,000. It is said that but a few days previously an offer made to her owner to purchase her for \$35,000 was refused. Be that as it may, Captain Milloy's loss was a very heavy one.

An accident occurred to the Passport in passing the Coteau du Lac on the morning of September 17. She ran for about two miles further and was then beached. There were about sixty passengers on board, none

of whom received any injury. The vessel was subsequently got off, not much the worse for her adventure.

The steamer Rochester ran throughout the season of 1863 from Cobourg to Rochester, calling at Port Hope and Colborne. The fare, including meals, was only \$2 50. The following notice appeared on October 24th, in reference to a new freight vessel:—

"THE OSPREY.—The new steamer Osprey passed off yesterday morning, with a cargo of freight for Hamilton. The Osprey is fitted with the engines of the Jenny Lind, a steamer that prematurely closed her career, but was noted for great speed and power. She can stow away 5,000 barrels of flour, which is a freight capacity surpassing by considerable that of any other craft at present navigating the lake. The new steamer is also provided with an upper cabin saloon and staterooms, fitted up in a style of comfort and elegance rivalling the passenger accommodations of the line boats. Parties from the United States have made urgent applications for her purchase, but it seems that the owners have concluded that the most profitable disposition of their investment is to retain the steamer in the traffic of the St. Lawrence and Lake Ontario."

Another accident occurred to the Passport on November 1st. The *Toronto Globe* thus refers to it in its impression of Tuesday, November 3rd: "The steamer Passport sunk in Kingston harbor on Sunday evening. She was upward bound with over 100 tons of freight on board."

On November 5th the propeller Her Majesty, built for Captain Perry, was launched from the yard of Mr. Snickluna, of St. Catharines. Her dimensions were 185 feet long by 30 feet wide. Her depth was twelve feet six inches. She was at the time one of the largest vessels of her kind on the lake.

There was much rough weather on the lakes at the close of October and early in November, though happily the season closed without serious destruction either of life or property.

Mr. O. S. Gildersleeve, of Kingston, died very suddenly on March 9th. The *Kingston News*, speaking of his death, describes him as "a wealthy steamboat owner, an active lawyer, and a man of much business energy and enterprise."

Mr. Henry J. Smith, the Deputy Harbor Master at Toronto, also died in that city on March 27th.

On March 31st the *St. Catharines Journal*, under the heading "The first vessel," announces "On Thursday last," this would be on March 24th, "the nondescript craft

Sunshine came over from Toronto to Dalhousie and returned with a load of cement. She has the honor of being the first vessel to clear from port in 1864. May she long shine."

The new fast-going steamer Rochester, Captain W. T. Greenwood, ran from Port Hope to Rochester in the season of 1864, commencing April 4th. She connected with the G. T. R. and the steamers of the R. M. Line.

On April 11 the *Toronto Daily Leader* says, in a short article, that "Navigation may be said to be fairly opened, Messrs. Miller & Good, of this city, being engaged in loading the following vessels with grain: Paragon, Newcastle, Flying Fish and the Two Brothers."

Burlington Bay was clear of ice on April 9th, the first arrival of the season, the brigantine Cambria, coming into port there on that date.

Messrs. Donaldson & Andrews launched from their yard at St. Catharines, on April 7th, says the *Journal*, published in that town, "one of the finest vessels in appearance, at least, now afloat on these inland lakes, and she is apparently as strong and staunch as she is beautiful." The Anglo Saxon, for such was the name bestowed upon the vessel by Miss Anna Donaldson, daughter of one of her builders, glided off the ways smoothly and swiftly. She was commanded by Captain Thomas Neil, who was also a part owner, and was intended for the timber trade.

The steamer Ottawa, one of the freight propellers on the lakes, has often been referred to. She was launched from the marine railway shipyard on April 9th, where she had been undergoing extensive repairs. The *Kingston News* remarks: "She will be ready to leave, as indeed will most of the propellers, in a few days."

The *Hamilton Times*, of April 9th, contains this notice in reference to a mariner who has frequently been mentioned: "We learn that our esteemed fellow townsman, Captain Thomas Harbottle, has resigned the command of the Passport, of the through line of steamers, he having purchased a large and powerful tugboat, the W. K. Muir, now lying at Detroit, of which he will himself take the command this season. His intention is to initiate a new branch of marine business on this lake, namely: the carrying of freight in barges towed by steamer. Captain Harbottle has been well and favorably known as captain of the Passport, and we wish him much success in his new undertaking."

THE STEAMER RACINE, formerly the City of Toronto, of the Royal



Mail Line, was rebuilt, in Detroit in 1863. She was sold in 1864, and her name changed to the Algoma, she being sent to Lake Superior, plying from Collingwood to Fort William. Her captain was D. Maclean. She made her first trip on April 28th.

The steamer Empress left Kingston for Toronto on April 14th, for the purpose of taking the route between that town and Niagara in place of the Zimmerman. Captain Chrysler was in command.

The Royal Mail Line in 1864 consisted of the steamers Kingston, Captain Howard; Passport, Captain Kelley; Magnet, Captain Fairgrieve; Banshee, Captain Swales; the Champion and the new steamer Grecian, Captain C. Hamilton, of Kingston. These steamers, running from Montreal to Hamilton, were the only vessels which ran the north channel of the rapids, the most picturesque one on the way to Montreal.

The steamer Grecian had been built on the Clyde and brought out to Canada in the autumn of 1863 and there put together. Her projectors expected her to prove the fastest boat on Lake Ontario.

The steamers on the R. M. Line were all thoroughly renovated this season and placed in a condition to ensure comfort and safety to the passengers.

The Toronto *Daily Leader* of April 18th, in commenting upon the facilities this line offered to the travelling public, says: "Such privileges cannot be overestimated by the public, who will find the Royal Mail Line an exceedingly safe and pleasing one to travel by east or west. The commanders have been selected from amongst the most gentlemanly and thorough seamen to be found on our lakes, the better to secure the confidence of the public."

Messrs Chafey & Co., of Toronto, were agents for the following freight boats: Whitney, Captain McMillan; Ranger, Captain Leslie; Propeller Magnet, Captain Malcomson; the Merritt, Captain Smith; the Bristol, Brockville and Cantin. The latter was a new boat, built by Mr. Cantin for Mr. J. D. Black, of Montreal. The Merritt was the largest propeller that had been built in Canada up to 1864. Her capacity was 35,000 bushels of grain, or 7,500 barrels. She was three masted and barque rigged.

Jacques, Tracy & Co.'s freight line of Montreal consisted of the steamer: Huron, Captain Taylor; Colonist, Captain Moat; Indian, Captain Vaughan; St. Lawrence, Captain Rea; the Ottawa, Captain Johnson, and the Avon, Captain Smith. These vessels formed a daily line from Montreal to Hamilton, carrying both freight and passengers.

Messrs. Henderson & Co. succeeded to the old established business of Holcomb & Cowan, of Toronto and Montreal. Their vessels were the Brantford, West, Osprey, G. Moffatt and a new propeller owned by Captain Perry called Her Majesty. This vessel was commanded by Captain Handside. She had cabin accommodation for ninety passengers and freight capacity for 6,500 barrels of flour.

The propeller America ran from Montreal to St. Catharines, calling at Toronto on her upward trip.

On the Georgian Bay the Clifton was on her old route, commanded as in previous seasons.

The Grand Trunk Railway chartered eight steamers to run in connection with their road from Sarnia to Chicago, and the Great Western had six steamers also on the same route.

#### A NEW STEAMER.

On April 20th Captain Milloy's new steamer, the City of Toronto, was successfully launched at Niagara. The timbers of the unfortunate Zimmerman had scarcely become cold when Captain Milloy, with the earnestness and determination for which he was so famous, began making preparations to replace her. To assist him in this design he called to his aid the services of Mr. Shickluna, of St. Catharines, the well-known ship-builder. The keel for the new steamer was laid on October 20th, 1863, and exactly that day six months the vessel itself was launched. Miss Robertson, daughter of Mr. Donald Robertson, of Queenston Heights, named the new vessel, the usual bottle of wine being broken upon her bows. The dimensions of the City of Toronto were: length of keel 202 feet, 219 feet over all; width of beam, 27 feet; depth of hold, 11 feet 6 inches; draught, 7 feet 6 inches, and 600 tons burden.

The Royal Mail Line began their regular trips for the season on April 29th. The first to leave was the Banshee.

The American Steamboat Company arrangements for the lake and St. Lawrence for 1864 were as follows: The Ontario and Bay State at first formed a tri-weekly line. Early in June they were joined by the Cataract and Lord Elgin, a regular daily line being then established. Their route was from Oswego to Toronto and from Toronto to Montreal, connecting with the river steamers at Ogdensburg.

The new City of Toronto commenced her journeys from Toronto to Lewiston on July 26th. The vessel was a great success. The Empress, which up to this time had been on this route, was removed to that from Rochester to Cobourg. She collided



near the "Ducks" with the Banshee on August 6th. Fortunately no lives were lost but great damage was caused both steamers.

A new vessel built at St. Catharines, known as the Silver Spray, Captain Donaldson, commenced running on Monday, July 25th, between Toronto and Port Dalhousie, connecting with trains for St. Catharines and Buffalo. She returned to Toronto from Port Dalhousie every evening at 8 o'clock.

Terrible disasters occurred on the upper lakes in November, which resulted in the loss of fifty lives and the destruction of property valued at more than one million dollars.

Navigation closed pretty generally about the middle of November, the steamers of the Royal Mail Line having all concluded their trips by November 20th.

## CHAPTER CXXLVII.

### Gloomy Anticipations for the Spring Trade --The First Arrival of the Season.

The *Toronto Globe* of March 28th, 1865, has this paragraph:—

"NAVIGATION OPEN.—There is a good deal of activity among the vessels now in our harbor. Refitting, painting, and repairing are to be seen on all sides, and several have already arrived here from other ports, and three or four cleared to-day and last night.

One, the *Mary Grover*, has arrived from here at Oswego, laden with wheat. Others are spreading sail and soon the whole fleet will be in motion for the season as usual. A steam tug has been employed over near the Island all day removing some obstructions in the new channel between the Island and the eastern peninsula."

"The prospect in marine matters," so says the *Globe* of March 29th, "for 1865 were not very brisk, owing to the small overplus of produce requiring shipment."

The steamer *City of Toronto* commenced her trips from Toronto to Lewiston on April 3rd. Her hours and places of departure were the same as in the season of 1864.

The first arrival of the season in Toronto Harbor was the *Highland Chief* from Frenchman's Bay, laden with 44 cords of wood.

The following notice appeared in the *Kingston Whig* of April 12th:—

"ROYAL MAIL LINE.—The steamer *Grecian*, of the Royal Mail Line, makes a trip on Tuesday to Toronto, with a load of barrack stores, from the Military Stores' Department at Kingston. She will be the first of the line to make a start. It is not expected that the line will commence running until a few days before the 1st of May, by which time the new steamer *Spartan* will be ready to take her place."

The schooner *Eureka*, having been placed at the disposal of the Volunteer Naval Brigade at Toronto, she was taken out by them under the command of Captain McMaster for the first time on April 14th. The *Toronto Globe*, speaking of the brigade, says they were well drilled, and doubtless at the call of duty would be "ready, aye ready."

### TWO NEW REVENUE CUTTERS

were at this time in course of construction for the American Government service on Lake Ontario. They were built at Williamsburgh and at Baltimore. Owing to the great amount of smuggling that had been going on throughout the War of Secession this course was absolutely necessary.

The Royal Mail Line began their trips from Hamilton to Montreal on May 4th. The fleet consisted of the *Champion*, *Passport*, *Grecian*, *Magnet* and *Kingston*; later in the season the *Spartan*.

The *Rochester* was on her old route from Cobourg to Rochester; the *Silver Spray*, between Toronto and Port Dalhousie, while the American Express Line had their three steamers, the *Ontario*, *Bay State* and *Catact* plying as in 1863-64.

On Lake Huron the *Algoma*, Captain Leach, made her first trip for the season on May 9th.

The new steamer *Spartan*, of the Royal Mail Line, arrived in Toronto for the first time on May 24th. The *Globe* of the following day thus describes her: "The splendid new steamer *Spartan* was in our harbour to-day and yesterday, and was visited by a large number of our citizens. She is really a most beautiful vessel, fitted up in cabin and saloon in the most gorgeous manner, with all the elegant finish of the tasteful artisan. Her machinery is of the most powerful and perfect kind, without the appendage of the ugly walking beam so frequent on our lakes. She was built on the Clyde and brought out in sections and put together in Montreal."

Trade on the lakes throughout 1865 appears to have been at a very low ebb. Week after week, from the opening of navigation, the same complaint of dullness arose. On June 20th the *Globe* writes despondingly: "In marine affairs we have been waiting to chronicle some activity, but must again revert to the same old report of dullness that we gave some time ago." The paper then, after a few general remarks, expresses the hope that this state of inactivity will soon be dispelled, and somewhat more cheerfully winds up its otherwise most lugubrious comments by saying that it hears: "The new steamer *Corinthian* is expected up soon. She is said to be a marvel of beauty and one of

the finest of the many beautiful boats which adorn our lake shipping."

Only two days later, on June 22nd, the *Globe* returns to the subject and states emphatically "the business of the lake will not pay the large number of vessels in want of employe it this season." This time the *Globe* has no consolatory remarks to offer.

The steam r Bay of Quinte broke her shaft about June 24th, and was towed from "The Bay" to Kingston for repairs. During her temporary absence from her route her owner, Mr. Gildersleeve, chartered the R. M. steamer *Banshee* to supply her place.

On June 24th appeared for the first time on the lake what her advertisement describes as

"The magnificent new upper cabin steel-plated

STEAMER  
CORINTHIAN,  
CRYSLER, Master.  
Until Further Notice  
Will Leave Port Hope,  
Weather Permitting,  
Every Morning,

(Sundays excepted,) at 10 o'clock, after the arrival of trains from east, west and north,  
For Charlotte Direct,

arriving there daily in time to connect at Rochester with afternoon trains on the N. Y. Central and N. Y. and Erie Railroads to all points east, west and south."

The Corinthian called at Cobourg and Colborne, both going and returning. Her commander, Captain Cryslar, had formerly been in charge of one of the Bay of Quinte steamers.

With the advent of the Corinthian the Rochester, hitherto on the route taken by the latter, was taken off, and after thorough repair placed upon the Bay of Quinte.

A new sailing vessel, known as the *Jacques de Molay*, arrived in Toronto, under command of Captain D. M. Tucker, on July 25th. She was described at the time as being one of the finest vessels that had ever entered Toronto harbor. She was 148 feet long and was of 600 tons burthen. She was built at Liverpool by her owners, Messrs. Nyrian & Pucdow, of that city, and was the first of the Templar line of packets to run from Liverpool to the north-western lakes.

The *Globe* of July 27th thus refers to an all-but-forgotten incident, that of the

TINY STEAMER RIPPLE,  
sometime running between Toronto and the Island: "The miniature little steamer, the Ripple, with her jaunty rig and obliging boy captain, runs half-hourly between the city and the Island, and is well patron-

ized by our citizens and the young folks desirous of enjoying a sail."

On August 22nd John Walsh, captain of the steam ferry boat *Princess of Wales*, advertises that his steamer will leave Tinning's wharf, Toronto, for the Island, every day at noon, and every half hour afterwards throughout the day until 7 p.m.

The *Spartan*, of the R. M. Line, met with a very serious accident by running aground in the St. Lawrence, near Caughnawaga, on August 27. Fortunately no lives were lost. The vessel was eventually repaired and resumed her usual route.

The propeller *Brockville*, belonging to Chaffey & Co., of Kingston, and trading from Montreal to Toronto and Milwaukee, was wrecked on November 8th at Big Point, Sable Lake, Michigan. Two lives were lost, besides 2,400 barrels of flour. Fortunately for her owners the vessel was fully insured.

For some years the steam communication between Collingwood and the Sault Ste. Marie was limited to one boat a week, and although the service as performed by the *Algoma* in 1864 and '65 was punctually and efficiently done, business sufficiently developed itself to justify additional provisions.

In 1866 the Northern Railway Company completed arrangements securing a double service during that season—steamers leaving Collingwood for the Sault twice a week instead of only once. The second steamer was known as the *Wolverine*, and her route was the same as that of the *Algoma*.

Owing to an unusually protracted winter, the various ports on the lake were not free from ice as early as was generally the case. Navigation opened nearly a fortnight later than usual, the City of Toronto not resuming her trips until quite the middle of April.

The Montreal passenger line consisted of the steamers *Spartan*, *Grecian*, *Kingston*, *Passport*, *Magnet*, *Champion* and *Banshee*. Their commanding officers were Captains Howard, Hamilton, Dunlop, Kelly, Fairgrieve, Sinclair and Farrell.

The American boats ran the same as in 1865, leaving Toronto in the morning for Lewiston; from thence to Ogdenburgh, where they connected with the boats for Montreal. Of the freight steamers *Jacques*, *Tracy & Co.*'s line was the same as in 1864 and 1865. Among new freight vessels the *Bristol* was under the management of Chaffey & Co. The steamers *Perserverance* and *Enterprise*, the property of the Welland Railway, ran between Port Dalhousie, Oswego and Kingston. The *Whitby*, belonging to



Messrs. Henderson & Co., ran between Montreal and Toronto and Hamilton and vice versa.

#### A NEW PROPELLER.

On April 18th was launched at St. Catharines the new propeller City of London, intended to run from Port Stanley to Montreal. The vessel was named by Miss Taylor, of London, and the launch was declared one of the most successful that had ever occurred in St. Catharines.

The extreme length of the vessel over all was 145 feet, beam 26 feet 8 inches, with 11 feet 6 inches depth of hold, and 450 tons measurement. The *St. Catharines Journal*, in a highly flattering notice of this steamer, concludes its remarks thus: "There is excellent accommodation for steerage as well as cabin passengers, so that the wants and purses of all classes can be accommodated. The City will be commanded by Captain Pollock, a safe and reliable and skilful man, and having a large interest in the craft himself, he will spare no pains to do everything in his power to secure the comfort and safety of passengers under his care."

On April 13th, under the heading "Princess of Wales Steamer," the *Toronto Leader* has this notice: "The undersigned takes this opportunity of returning thanks to the citizens of Toronto for the very liberal support he received last summer in running to the Island, and respectfully intimates that he will resume his usual trips on or about the 10th May.

"JOHN WALSH,  
"Captain."

The steamer *Bay of Quinte* arrived at Belleville on the evening of April 21st from Kingston. She commenced her regular trips on the same route for that season on the 23rd of the same month.

Messrs. Chaffey & Co. advertised on April 23 that "The A 1 propeller Merritt will leave Toronto for Halifax on Saturday, the 28th inst. For freight apply to E. Chaffey & Co., Bank of Toronto Buildings, Wellington street, Toronto."

The *Emily May* made her first trip for the season of 1866 on Lake Simcoe on May 14. She left Bell Ewart for Orillia every morning on the arrival of the mail train from Toronto, "calling at all points of interest," at least so advertised her master, Isaac May.

Not until April 28th was there much activity on the lake. On that date the *Leader* of Toronto published this paragraph:—"The lake steamers have begun to move. The steamer *Reindeer* and propeller *Brantford* arrived here from Kingston to-day. The propeller *St. Lawrence* is expected up to-night or on Sunday morning. The pro-

pellor Indian left St. Catharines to-day for Hamilton to load peas and flour for Montreal. The *Huron* and the *Ottawa* are expected up on Tuesday, May 1st."

#### RUMOURS OF WARS.

On May 1st the London (England) correspondent of the *Chicago Tribune* writes thus to his paper: "The frigates *Liffey*, (20,) and *Galatea*, (26;) the corvettes *Jason*, (21,) and *Satellite*, (21;) the sloop *Petrel*, (21,) and the gunboat *Rainbow*, have received orders to prepare for sea with the utmost despatch. Their destination is said to be the Gulf and River St. Lawrence, where their presence may be necessary in view of the complications that are likely to grow out of the lapse of the reciprocity treaty and the fisheries question."

This was just prior to the Fenian troubles of 1866, which culminated in the battle of Ridgeway just a month later.

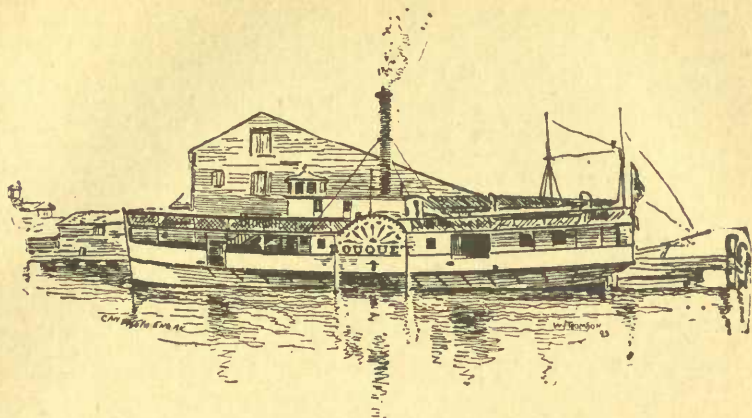
On April 28th another fine vessel was launched from Shickluna's shipyard, St. Catharines, making the total number of twenty-six schooners and steamers built there in five years. This vessel was a fine piece of naval architecture, measuring 143 feet over all, 26 feet beam, 11 feet hold and 460 tons burthen. She received the name of "*Bessie Barwick*," (alliteration here "lent its artful aid") out of compliment to the daughter of Mr. J. H. Barwick, agent for the Bank of Upper Canada at St. Catharines. Captain William Carridice had command of the new vessel.

Not until May 6th was the river clear of ice in the vicinity of Lewiston. On that day Captain Milloy, of the City of Toronto, reported that he had been able to pass down without obstruction from this cause.

On May 22 a new vessel of 120 tons burthen was launched at Toronto at the Rolling Mills wharf. Her length was 80 feet, depth 6 feet, and breadth 20 feet. She only drew about 18 inches of water; was scow-built, and wire instead of rope-rigged. She was intended to ply from Toronto to ports on the opposite side of the lake. She was owned by Captain Woodhouse, who also commanded her, and her cost was \$2,500.

A new ferry boat from Toronto to the Island was placed on the bay in June. It was advertised thus:—

"*Island Ferry*. Steamer *Bouquet*. Season tickets for sale at the following places: Messrs. W. & J. Strachan, Front street; Sauter's wood-yard; Church street wharf; R. W. Parkinson, Esq., corner of Yonge and King streets, and from the captain on board. Toronto, June 1, 1866. JAMES SAULTER, Master."



THE FERRY BOAT BOUQUET.

Early on the morning of June 1st the City of Toronto left her moorings for Port Colborne, having on board the "Queen's Own" of Toronto, who were suddenly called to arms for the purpose of defending the province against a raid made upon it from United States territory by the Fenian desperadoes.

On June 5th one hundred and twenty sailors from H. M. S. Aurora arrived in Toronto by Grand Trunk Railway from Quebec. A portion of them took possession of the steamer Magnet, which, by order of the Government, was being fitted up as an armed cruiser. The rest of them went on for duty at Windsor. On the following day those of their comrades who had at first joined the Magnet were also ordered to Windsor, a report that a Fenian raid was there anticipated from Chicago being the cause of this change.

#### VOLUNTEER NAVAL BRIGADE.

During the Fenian troubles of 1866 the naval brigade (volunteer) was formed, as has been mentioned, for service on the lakes, under Captain McMaster. When the actual invasion took place they were at once called out for active duty and loyally responded to the call. After the excitement caused by the invasion had subsided, the following letter from the Major-General commanding the troops was received by Captain McMaster:

Assistant Adjutant-General's Office, }  
Toronto, June 10, 1866. }

SIR,—I am directed by Major-General Napier, C. B., commanding H. M. forces and volunteers in Canada, West to express to you his thanks for the efficient services rendered by the naval brigade under your command, particularly recently, when required

to take charge of and convert the steamer Rescue into a gunboat, in discharging her cargo and getting the necessary armament on board in a very short time and in a highly creditable manner, and when relieved from the charge of the Rescue in performing similar good services when placed in charge of the steamer Magnet. And the Major-General will not fail to avail himself of the services of the naval brigade afloat should an opportunity occur, and will have great pleasure in bringing before the notice of His Excellency the Governor General the important and valuable services which they have rendered.

I have the honor to be, sir,

Your obedient servant,

WILLIAM S. DURIE,

Lieut.-Col. A. A. G. M.

Captain McMaster,

Commanding Naval Brigade, Toronto.

This is certainly very pleasing, but it is, to say the least of it, somewhat embarrassing to be told, as the Toronto *Leader* of July 20th tells its readers, under the heading "Naval Brigade," "that this body of well-drilled young men are now disbanded. Ill-usage on the part of the Government is given as the cause." It is to be feared the Naval Brigade expected too much.

The Toronto *Daily Leader*, of August 16th, contains this paragraph:—

#### "THE GUNBOAT HERON."

The gunboat Heron, intended for service on Lake Ontario, arrived here (Toronto) yesterday. She is a trim little craft and carries two 112 lb. Armstrong guns. The Heron left at 11 a.m. for Port Dalhousie, and was saluted by the guns at the artillery barracks."



At this time the Government had ready for river and lake service the gunboats Britomart, Cherub, Rescue, Michigan, St. Andrew, Royal and Heron, all heavily armed and manned by sailors from the Royal Navy.

The rowing club regatta of the Toronto club took place on August 23rd and was largely patronized, the steamer *Rothesay Castle*, having on board the band of the 17th Regiment, conveying spectators.

There were six events, consisting of the fishermen's, boys', two-oared, sculling, double scull and championship races.

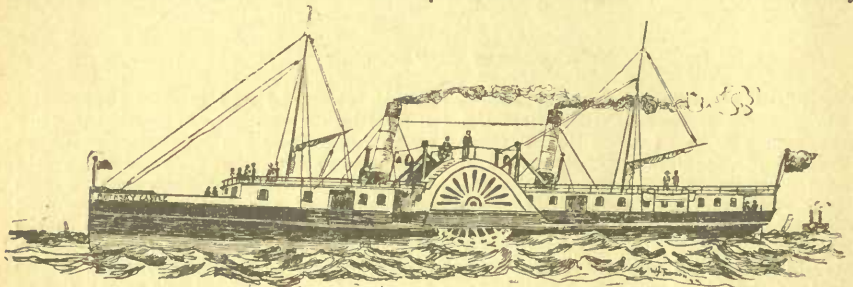
These were won by the *Silver Arrow*, the *No Name*, *Wanderer*, *Queen*, *Lady Jane*, and Mr. Thomas Tinning secured the championship.

The steamer *Rothesay Castle*, just men-

tioned, was intended to run on the route from Hamilton to Toronto. She was then subsidized by the New Brunswick Government and journeyed on the Gulf. She was burned at Shediac in March, 1874.

After this she was re-built, brought to Toronto and called the *Southern Belle*. On August 17th, 1875, while coming up the lake she ran on the boiler of the *Monarch*, which lies outside the Island, and was wrecked. She was restored and again ran from Toronto to Hamilton.

A rather serious accident occurred to the City of Toronto while on her passage on August 9th from Niagara to Toronto. She had a head wind and heavy sea to contend with, and in her endeavor to surmount the difficulties that beset her path, she broke her shaft and reached Toronto in a disabled condition. She was off her route for exactly



THE STEAMER ROTHESAY CASTLE.

tioned, was intended to run on the route from Hamilton to Toronto. The Toronto papers of August 25th thus refer to her:—

"This fine steamer made her first trip yesterday, between this city and Hamilton. Previous to starting for the '*Ambitious city*' a trial trip was made in order to satisfy the Government Inspector that her machinery was all right.

"Capt. De Horsey, of the Royal Navy, and a number of other gentlemen were on board, all of whom spoke in the highest terms of the vessel. She will, during the remainder of the season, run between Toronto and Hamilton, and no doubt become popular before long. The low fare and her superior accommodations will insure her a large share of public patronage."

The *Rothesay Castle* was built on the Clyde about 1864, and was intended to be used as a blockade runner, but by the time she reached this country the "war was over and all things were righted," so she could not be put to her intended purpose. She then came into the possession of Charles Heron and Thomas Leach in 1866, and ran on the Niagara river, opposing the steamer *City of Toronto*. Afterwards she ran from

a fortnight, her place being taken in the meantime by the *Osprey*.

This steamer had been built in 1864 at Sorel; was a side-wheeled, upper-cabin vessel, her dimensions being 175x45x11 feet 6 inches. She contained the machinery of the famous *Jenny Lind*, well known in her time as one of the fastest steamers on the lakes.

The *Osprey* was built at the time of the American War of Secession, and was intended to be used as an armed cruiser, but no sale could be effected for that purpose, so her owner brought her back to the St. Lawrence, when she was chartered by Capt. Frank Patterson for two years and ran from Hamilton to Montreal.

#### THE OSPREY'S END.

In 1867 she was purchased by Aeneas Mackay for the purpose of trading to Halifax. One trip was made, but it turned out most unprofitable and was never repeated. She then ran from Hamilton to Montreal until 1875 or 1876 with variable success, then laid up for two years and in the end perished by fire. Capt. Daniel Taylor commanded her for many years.

On August 28 h a supper was held in To

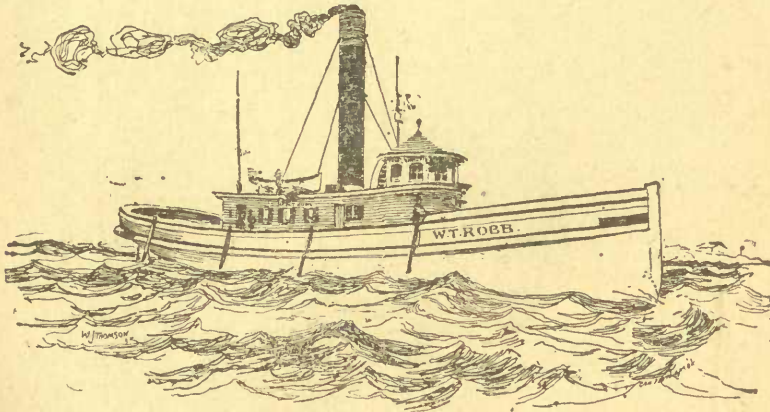
ronto at which complimentary addresses were presented to Captain McMaster and Lieutenant McGregor, of the late Volunteer Naval Brigade. At the same time an epergne in frosted silver and glass was presented to the former gentleman and a "Henry" rifle to the latter.

On September 6th there was launched at Oakville a sailing vessel known as the "Smith and Post," described by the Marine Inspector as being "one of the finest vessels on the lakes." She was of 300 tons burthen, her length, breadth and depth of hold being respectively 118, 26 and 9 feet 6 inches. Her builder was John Potter, of Oakville, and her owners were Captain William Wilson of the same place, who also commanded her, and Thomson Smith, of Toronto.

she came under Captain Hall's management and control. Finally the Robb was stranded at Victoria Park, and there remained (1894).

During November storms swept over the province, and one of the worst occurred on November 13th, when the Caspian schooner was lost and many other vessels belonging to Hamilton, Toronto, Port Hope and Kingston were either dismantled or seriously damaged. The loss of life was not so great as might have been expected. Two men were lost with the Caspian.

The steamers of the self-styled Royal Mail Line had been remarkably free from accident all through the season, as indeed had all the steamers on the lake. Nevertheless, owing to the Fenian raid the English gunboats on the lakes and other causes, the season of 1866 had been one of the most men-



THE TUG ROBB.

There was a tug on Toronto Bay during 1866 and subsequent years named the Robb, which did good service for many years. She received her name after the man who sailed her, W. T. Robb, who resided at Dunnville, where this vessel had been built early in the "sixties" by George Hardison, of the same place.

She was the property of Senator McCallum, who caused her to be built with the view of using her to tow timber on Lake Erie.

The Senator subsequently sold her to Captain William Hall, who used her for towing rafts on the lake from Toronto to Prescott. Shortly after Hall purchased the steamer he added another deck to her and changed the position of the wheel house.

The Robb was used during the Fenian troubles to convey troops from one part of the frontier to another. This was before

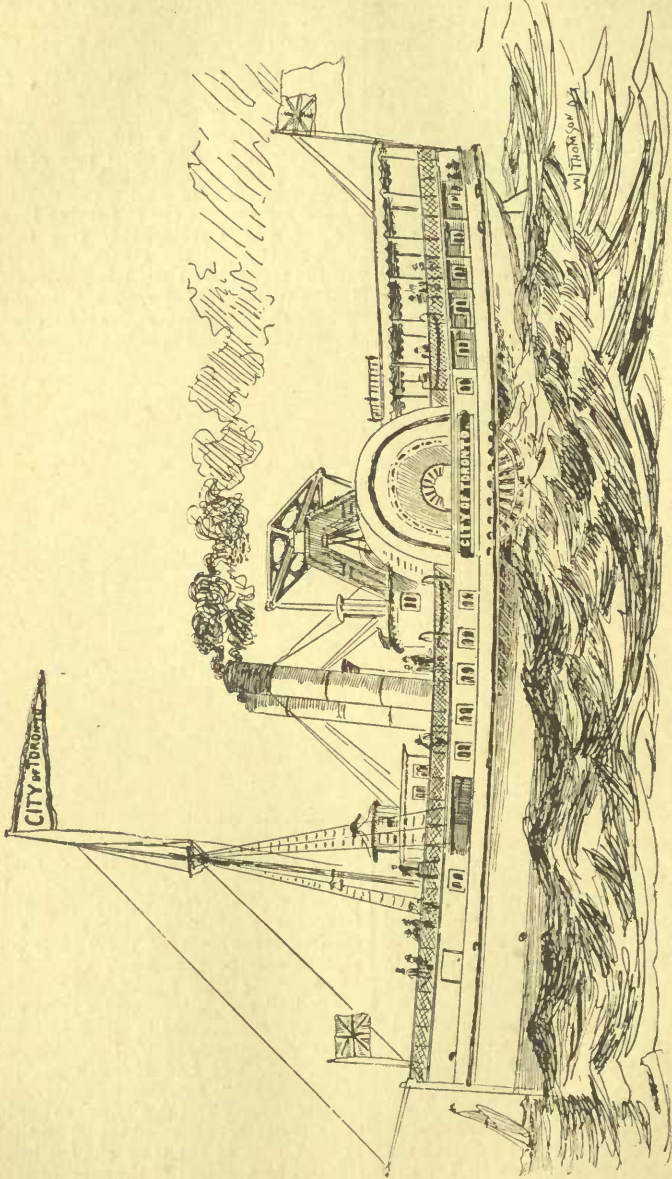
orable in the records of inland navigation since 1837. It closed quietly enough, though there were not a few who feared that the following year would see fresh cause for anxiety. Fortunately these gloomy anticipations were never realized.

#### A NEW DEPARTURE.

The first composite steamer built upon the lakes was constructed in 1866 in Hamilton, and was named Acadia. She measured 140x40x12 feet, and had through her peculiar build very great carrying capacity.

In 1882 forty feet was added to her length, and she became a general trader on the lakes. For the most of her time she has been commanded by captains of the name of Malcolmson and has been very profitable to her owners. She is now (1894) the property of the Mackay's of Hamilton, and runs from Toronto to Montreal.





STEAMER CITY OF TORONTO.

The *Kinston Whig* of April 3rd, 1867, contained this notice:—

**THE GUNBOATS.**—The gunboat *Hercules*, which has wintered in Navy Bay, moored to the dockyard wharf, alongside the gunboat *Royal*, is being fitted out by her crew of seamen from the Royal Navy for the opening of navigation, when she will be stationed either off Kingston or Prescott. During the winter she was well repaired, having received new paddle boxes, &c. She cannot be expected to be able to move from her present quarters for two weeks at least to come. The *Royal*, which was stationed last summer off Cornwall, is not being fitted out this year as a gunboat, the Government having no further requirement for her on the naval service. She has been handed over to her proper owners, and will leave for Montreal as soon as it is possible to pass through the canals. The *Hercules* is now the only Canadian gunboat stationed below the Welland Canal, but the Imperial gunboat *Heron* will constantly cruise between the upper end of the lake and Prescott.

The following were the officers in charge of the English gunboats: *Heron*, Lieutenant Solly; *Britomart*, Lieutenant Allington; *Cherub*, Lieutenant Huntley. The Provincial gunboats were manned from the *Aurora*, as follows: *Prince Alfred*, Lieutenant Douglass, 3 officers, 1 surgeon, 2 engineers and 64 men. *Rescue*, Lieut. Fairlie, 2 officers, 2 engineers and 48 men. *Hercules*, Lieut. Hooper, 2 officers, 1 surgeon, 2 engineers and 50 men.

These boats had been in charge of Mr. G. H. Wyatt, the Government agent, since navigation closed in the preceding autumn.

## CHAPTER CXLVIII.

### THE NIAGARA STEAMERS, 1874-78.

#### An Old Institution Threatened—Formidable Opposition—The New-Comer Wins.

The Niagara route was, as usual, taken by the City of Toronto, under Captain James Dick, in 1874, she making her first trip on April 20th. There was no change either in 1875 until late in the season, when the City was joined by the Southern Belle. In 1876 the City and the Belle formed a joint line on the route, but again in 1877 the former had the road to herself.

In 1878 though, a "change came o'er the spirit of the scene" and the City found herself confronted with a really formidable opponent, namely the *Chicora* which had been running on the upper lakes for some years previously. This vessel had been built in 1864 in Liverpool, at least so it is stated, but it is far more probable that it was in Birken-

head, which is exactly opposite the former port and is famous for its ship building industry and for little else. She was intended for blockade running, but "the best laid plans of mice and men gang aft aglee." Before she could make her way to the waters of the Southern Atlantic the Confederate States of America had ceased to exist, and the star spangled banner once more floated triumphantly in every State from the St. Lawrence to the Gulf of Mexico.

The *Chicora* was an iron vessel, her capacity being 518 tons, and she was valued at \$43,000.

The City was in this season joined by the *Rothsary*, a sidewheel steamer of 528 tons burthen, built by Olive, of St. John, New Brunswick, at the same place.

These two steamers ran in opposition to the *Chicora* and continued to do so until the close of the season of 1880. In the year 1882 the City was destroyed by fire at Port Dalhousie. The *Rothsary* went upon another route and the *Chicora* had the traffic, or rather the daily traffic, all to herself. The further history of the Niagara line is fully told elsewhere.

#### The Niagara Navigation Co. — Its Vessels and Their Captains—1878 to 1893.

The Niagara Navigation Company began business in 1878, establishing a line of steamers to run between Toronto, Niagara-on-the-Lake and Lewiston.

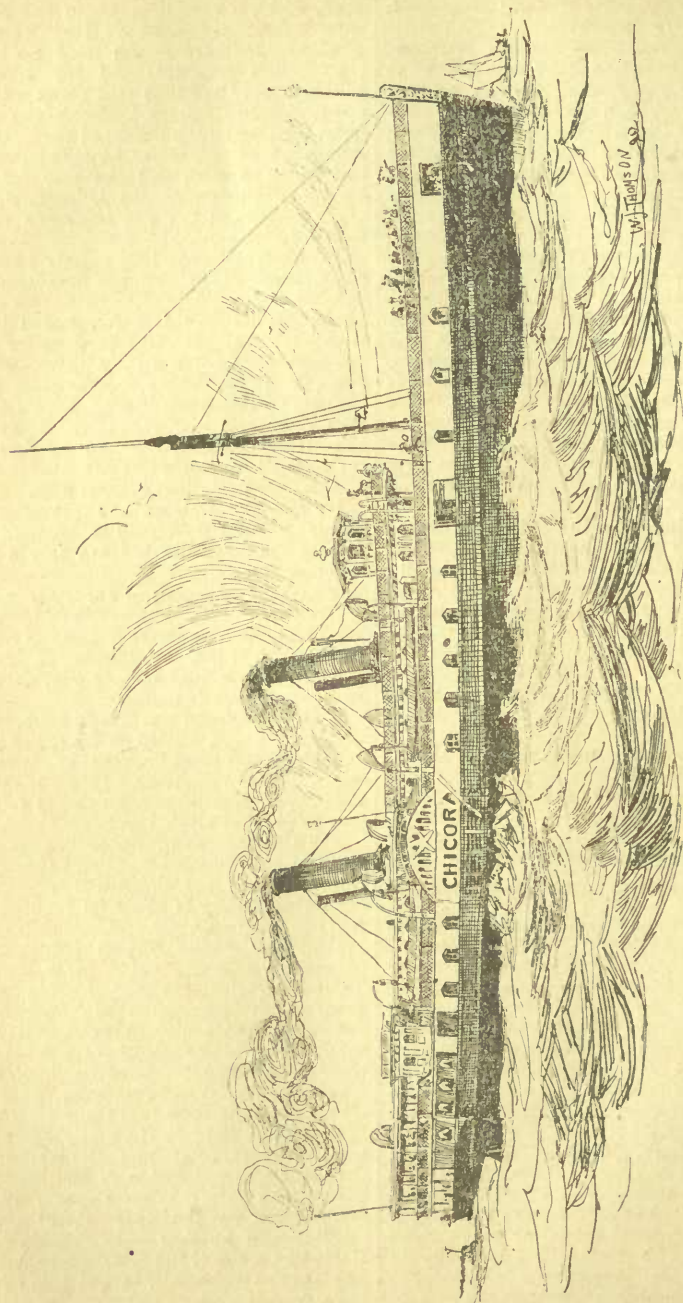
Their first vessel was the *Chicora*, which was already well known on the upper lakes, and whose name was during the first North-west rebellion prominently before the public in connection with the transport of Colonel, now Lord, Wolseley's Red River expedition.

The *Chicora* was a large steel side-wheel steamer, her length being two hundred and thirty feet and her breadth fifty-two feet; her earlier history is given in another portion of these pages.

The first officer placed in command of this popular vessel was Captain Thomas Harbottle, who for so many years was in command of the *Passport*, of the Royal Mail Line. It is almost needless to say that a better selection could not have been made, Captain Harbottle having always been a most popular man, besides a clever and experienced sailor.

Succeeding Captain Harbottle came Captain T. Leach, after him Captain J. McCordqudale, then Captain J. McGiffin. Following the latter came Captain W. H. Solmes, and on the appointment of this gentleman to another ship Captain James Harbottle, a son of the vessel's first master, assumed the command, at the beginning of the season of 1893.





STEAMER CHICORA.

The Chicora continued single-handed for just ten years, until 1888, when the Cibola was placed upon the same route, and at the same time a small steamer known as the Ongiara, formerly the Queen City, which ran on Toronto harbour, was put upon the Niagara River, plying from Niagara-on-the-Lake to Lewiston on the American side. She connected with the steamers plying from Toronto.

The Cibola is a paddle steamship of the following dimensions:—Extreme length over deck 260 ft.; depth of hold, 11 ft. 6 in.; breadth of beam, 28 ft. 6 in.; with over all, 52 ft.; draught of water 6 ft. 6 ins. She is built throughout of Dalzell steel which is the best known to shipbuilders, the plates being sent out from Scotland by the Dalzell Co., each being warranted and having the manufacturer's trade mark stamped thereon. Her model, which is specially designed for stability and speed, is the work of Mr. R. Morton, of Glasgow, the designer of some of the fastest steamers on the Clyde. The deck is laid with 3½ inch pine, supplied by the Rathbun Company, and is a fine piece of work. The hull is divided into five compartments by water tight bulkheads. The construction of the vessel was commenced on May 24, 1887, in the shipyard of the Rathbun Company, Deseronto, the work of erecting the hull being entrusted to Mr. W. C. White, shipbuilder, Montreal. The work progressed very rapidly and on Tuesday, Nov. 1st, of the same year, the fine vessel was successfully launched, receiving her name from Miss Constance Cumberland.

The engines are the work of Messrs. Rankin, Blackmore & Co., of Greenock, Scotland, who make a specialty of fast paddle engines for the celebrated Clyde passenger steamers. They are of the direct acting diagonal compound type, having two cylinders 47 inches and 85 inches in diameter, the stroke being 5 feet 6 inches.

The saloon is finished in solid mahogany and with the ladies' cabin presents a handsome appearance.

Electric lights are used throughout, in the stokeholes, in the engine rooms, fore-castle, etc. The dining room and main saloon have three rows of lights down the centre of each, encircled with cut glass and opalescent globes. Above the main stairway hangs a chandelier of pierced brass with jewelled openings and containing clusters of lights.

Her first commandant was Captain McCorquodale from the Chicora, after him was Captain McGiffin, and at the present time Captain W. H. Solmes is in command, Captain McGiffin having been transferred

to the latest addition to the company's fleet, the Chippewa.

The various individuals and firms engaged in building the Cibola were as follows:—Designer, Robert Morton, Glasgow; steel hull, Dalzell Co., Dalzell, Scotland; marine engines, Rankin, Blackmore & Co., Greenock; erection of hull, W. White & Co., Montreal; erection of woodwork, Rathbun Company, Deseronto; mahogany and decoration, Wm. Wright & Co., Detroit; electric lights, Edison Co., New York.

Of the Chippewa, which made her first trip on July 26 in the present year (1893), it is all but impossible to speak too highly. She, like the Cibola, is little less than a floating palace, her appointments, machinery and general finish as nearly as possible approaching perfection.

She was successfully launched at Hamilton on Tuesday, May 2nd, and received her name from Miss Gertrude Foy, and Miss Phyllis Hendrie.

The Chippewa is 311 ft. over all with a total breadth of 67 ft., and a depth of 13 ft. 6 in. She is a side wheel vessel on the plan of the Hudson River steamers; her saloon is 192 ft. long and there are four large state rooms in birch, oak and mahogany.

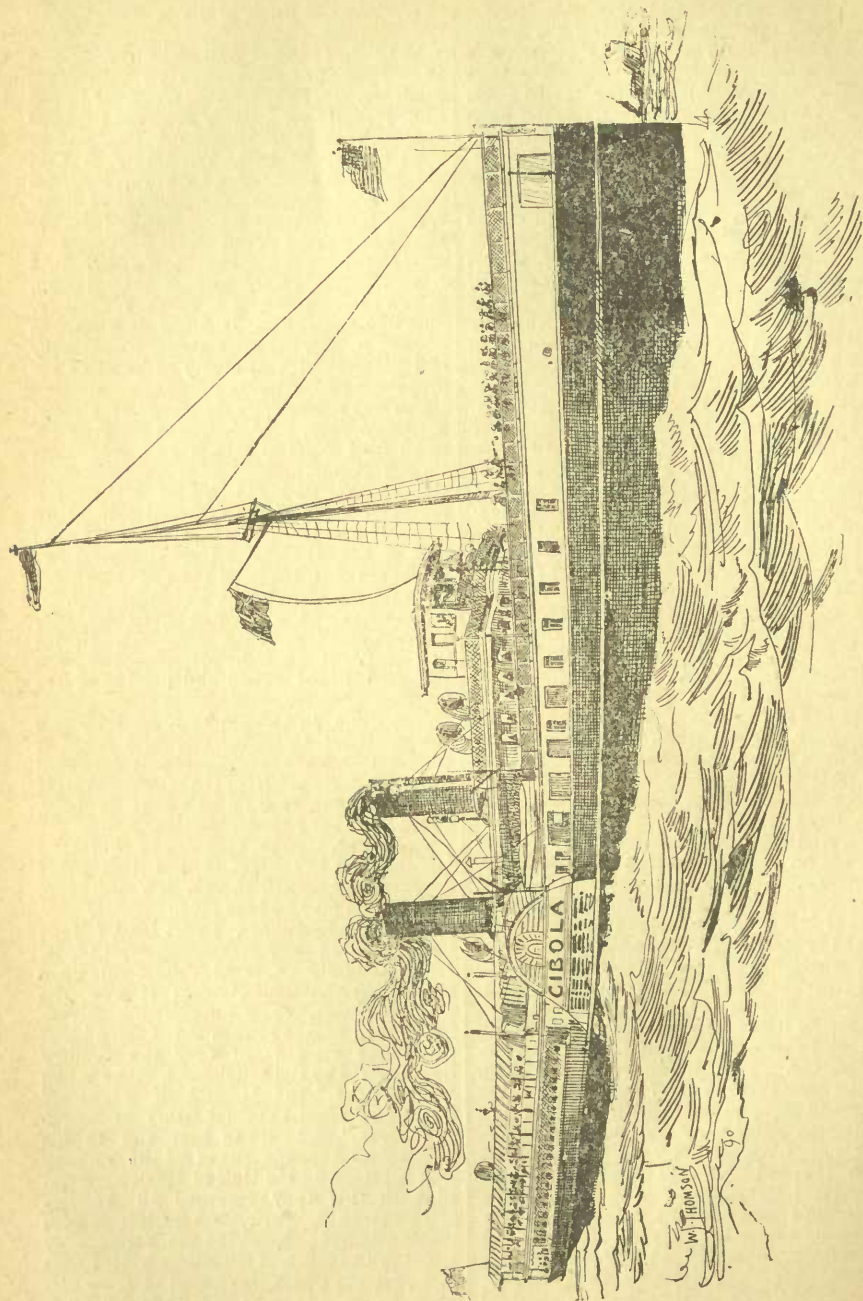
This splendid ship was built by Mr. William Hendrie, of the Hamilton Bridge Company, it being his daughter who officiated at the launch and naming of the vessel.

Every one in Canada knows both where the town of Chippewa is, and why it is so called, but the steamer just described takes its name not from that town, but from a famous man-of-war on the lake in 1812, called after the Indian chieftain.

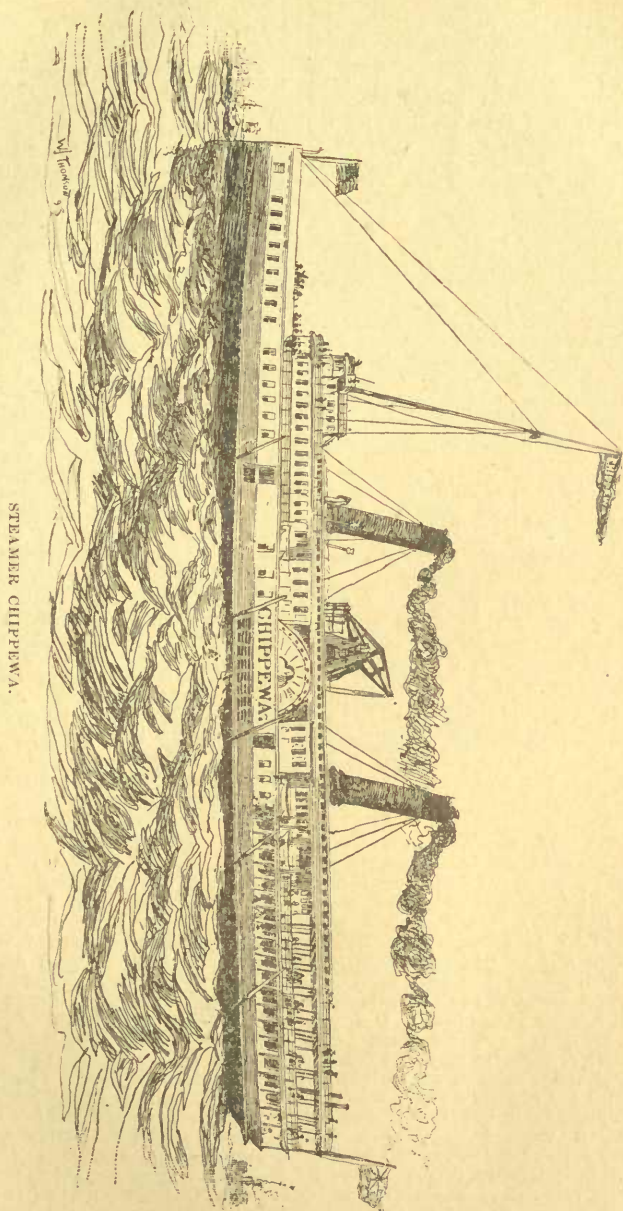
Every one, though, may not be quite as familiar with the names of the two other steamers just spoken of, so a few words of explanation may be here given:—

When the Spaniards, about 1580, following the lead of their great compatriot, Christopher Columbus, created settlements upon the southern portions of what is now the United States, some enterprising adventurers took home to Spain the Indian Chief who at the time ruled over the country from Florida to the Mississippi, then called "CHICORA," the "Land of Flowers." The king created the chief "Don Francesco de Chicora," and gave to him and to his introducers a royal grant of all the country that bordered on the Gulf of Mexico. Armed with this they returned to America and extended their enterprises across the Mississippi. Reaching the plains they found the buffalo and therefore called this new province which was added to their domain, "Cibola," the "Land of the Buffalo."





STEAMER CIBOLA—BURNT AT LEWISTON, MIDSUMMER, 1865.



STEAMER CHIPPEWA.



What, then, could be better when the *Chicora* called for a new sister than that the name of the sister province should be given her? Apart from the happily fitting names, they are singularly appropriate to the boats, and it is much to be wished that *Cibola*, "the buffalo;" *Chicora*, "the pretty flower;" and *Chippewa*, "the chieftain," may long continue a successful career upon their route between Toronto and Lewiston, working in the interest of the Niagara River Line.

The present president of the Niagara Navigation Company is Sir Frank Smith, the vice-president being Mr. Barlow Cumberland. Mr. R. H. McBride is auditor, and the ever courteous secretary and manager is Mr. John Foy. Their offices are at 54 King street east, Toronto.

The *Cibola* was burnt while lying in port at Lewiston, July 15th, 1895. Unhappily one life was lost, that of the third engineer, William Hammond, who was burnt to death.

#### CHAPTER CCXLIX.

### NIAGARA FALLS LINE—1883 TO 1893.

#### A Popular Vessel—Opposition Is the Soul of Trade—A Truce Effected.

The Niagara Falls Line, founded in 1883, Mr. A. W. Hepburn, of Picton, being the principal promoter, was projected for the purpose of securing a portion, at any rate, of both the freight and passenger traffic between Toronto, St. Catharines and Niagara Falls, hence the name given to the undertaking.

Their first and only vessel for some years was the *Empress of India*. This steamer is a very great favourite with travellers upon Lake Ontario and also with excursionists. She has side wheels, is one hundred and eighty feet long over all; has a breadth of forty-eight feet and a depth of upwards of eleven feet. She is of 353 tons burthen, and was built in 1876 by Jamieson, of Mill Point. She had a new boiler in 1884, was rebuilt in 1886, and again had most extensive repairs made to her in 1891. Her present commander is Captain G. O'Brien, and her previous masters have been Captains Collier, Hodgins and Van Dusen.

Until 1888 the *Empress*, for so she is always called for brevity's sake, was entirely unopposed on her route, but in that year "a change came o'er the spirit of the scene," for when the season opened the proprietors of the steamer found they were to have a rival to compete with who wished also to share the risks and also the profits to be gained from the lake trade.

The opposing vessel was the *Lakeside*, owned by the Lakeside Navigation Company, which had previously been running on Lake Erie, and was under command of Captain Wigle.

The *Lakeside* is a propeller and has been used chiefly for excursions. She was built by Lane, of Windsor, in 1888, her capacity being 267 tons.

The *Empress* and the *Lakeside* continued on the same route until 1892, when a new company was formed, who not only chartered the *Lakeside*, but built a new steamer of their own called the *Garden City*; so in 1892, between Toronto and Dalhousie, there were no less than three steamers running, namely, the *Empress*, the *Lakeside* and the *Garden City*.

The name of the shipping company running the last two of these steamers was the "St. Catharines, Grimsby and Toronto Navigation Company."

The *Garden City* was built at Toronto in 1892, by the Doty Company, in their yard at the foot of Bathurst street. She was intended by her owners, as has just been mentioned, to ply from Toronto to St. Catharines, and she did so for the remainder of that year.

At the time of her launch she was spoken of being "likely to prove one of the handsomest and most commodious steamboats plying on Lake Ontario."

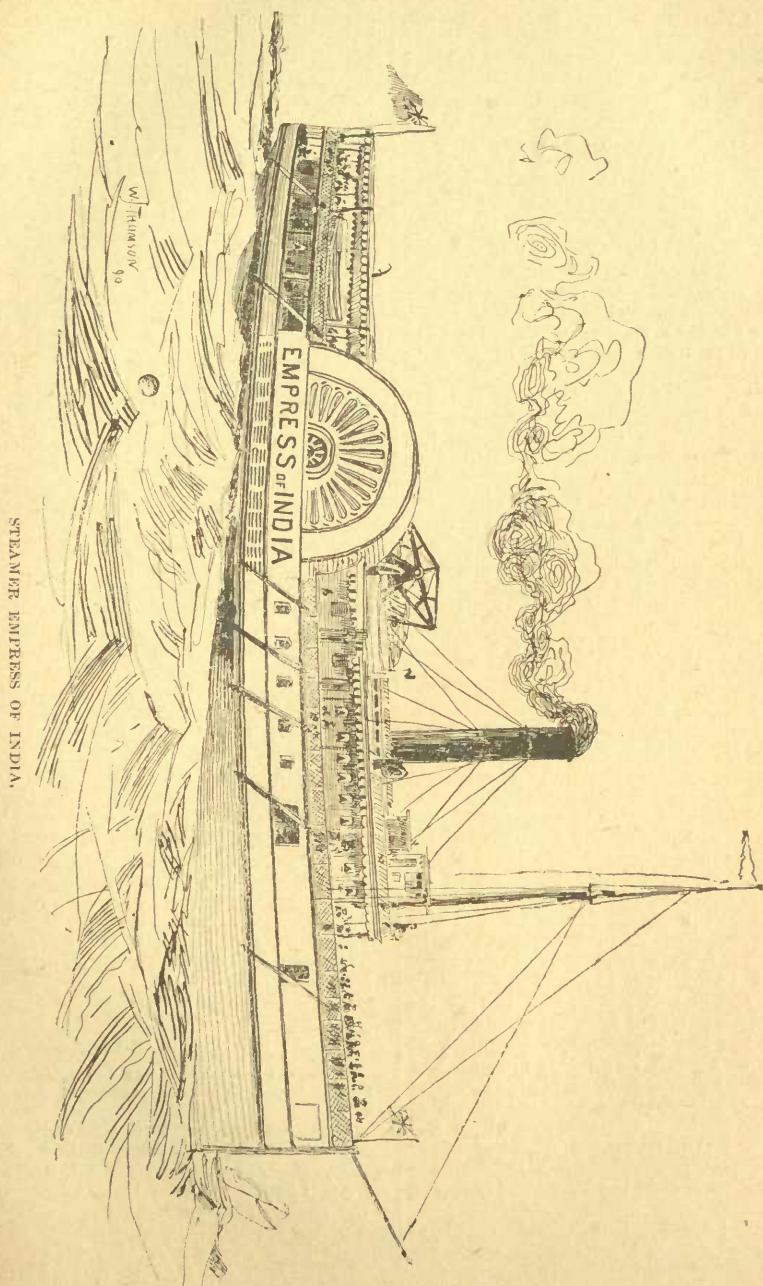
Her length over all was 180 feet, her beam being 25 and her width over guards 44 feet, while her depth was 11 feet and she drew six feet of water. No iron whatever was used in her construction. She was of steel from stem to stern.

Her decks were of British Columbia Douglas pine, imported expressly by the builders, the Doty Company.

The *Garden City* commenced running on the lake on June 20th, 1892.

Mr. John Booth is the engineer for these vessels, having been previously in the employ of the Chatham Navigation Company, where he served his articles. Messrs. N. J. Wigle and A. W. Hepburn are the joint managers, and Mr. Smith, of Milloy's wharf, is agent in Toronto.

In 1893 the owners of the various steamers consulted together, and it was decided unanimously that it would be better for the public, better for the steamers, and possibly even better for the pockets of the shareholders in the various vessels, that this reckless opposition should cease, so a tentative proposal of amalgamation for at any rate the present season was made and entered into which possibly may be fully carried out, and the boats form the fleet of one company at a future date. *Nous verrons.*



STEAMER EMPERESS OF INDIA.



## CHAPTER CCL.

**HAMILTON STEAMBOAT CO. '87-'93****A Modest Beginning—An Enterprising and Progressive Policy.**

The Hamilton Steamboat Company was founded in 1887 by several enterprising business men of that city with the view of developing both the freight and passenger traffic between the "Ambitious" and the "Queen" cities of the west.

Their first venture was on the most modest scale. They contented themselves by running a small steamer built by Simpson, of Toronto, known as the Mazeppa, from Hamilton to Burlington Beach. This steamer has been on the same route ever since, and is under command of Captain Lundy.

In the following year, 1888, business was commenced in earnest and the well-known and capacious steamer Macassa began her daily journeys from Hamilton to Toronto and vice versa.

The Macassa is a steel vessel built on the Clyde in 1888 by Hamilton & Co., of Glasgow, and on her completion brought out here. Her engines are of 600 indicated horse power, and were made and supplied by Kemp, the well-known mechanical engineer of Glasgow.

Her length over all is 155 feet, her width 24 feet and her depth 11 feet 6 inches.

She was brought out to this country by Captain Hardy, who commanded her for the first season she ran upon the lake. Since then, with a short interval, she has been under command of Captain William Zeeland, a grandson of one of the best known of the early commanders of lake vessels, Captain Edward Zeeland, whose name has repeatedly been mentioned in this history.

In her first season the Macassa proved a great success, not only financially, but also as a seaworthy and quick sailing vessel. Emboldened by this success her owners decided to bring out another vessel, and a larger one, and with this end in view the Modjeska was placed upon the stocks.

She, like the Macassa, was also built on the Clyde, though by another firm, Messrs. Napier, Shanks & Bell, of Glasgow, whose fame as ship builders is known throughout the world. She was constructed in her entirety of steel and fitted with watertight compartments. Her length is 185 feet, her beam 30 feet and her depth 11 feet 6 inches.

Messrs. Dunsmuir and Jackson, engineers of Glasgow, supplied her engines, which are of no less than 1,800 indicated horse power.

The first commanding officer of the Modjeska was Captain Malcolmson, who safely brought her across the Atlantic from the Old Country. He remained in command that season. Since then she has been under charge of Captain Adam Middleton Sharp, of Burlington.

The chief engineer for both the Macassa and Modjeska, and the man who had most to do with the selection of their powerful engines and machinery is Mr. James Smeaton, in whom the steamboat company's manager and directors deservedly place the most unreserved confidence. Mr. Smeaton, after serving his articles as engineer's pupil in England, was some years in the employ of the Allan line, being at the time he entered the service of the Hamilton Steamboat Company engineer on board the Norwegian.

He is a direct descendant of John Smeaton, the famous engineer who designed and built the Eddystone Lighthouse in the English Channel. Of this Smeaton it is recorded that he "for a large portion of his life was in constant attendance on Parliament, which in difficult or important engineering schemes invariably demanded, and almost always followed, his advice." Substitute "Hamilton Steamboat Company" for "Parliament" in that sentence and it is an apt description of John Smeaton's descendant, James Smeaton's, relation with his employers.

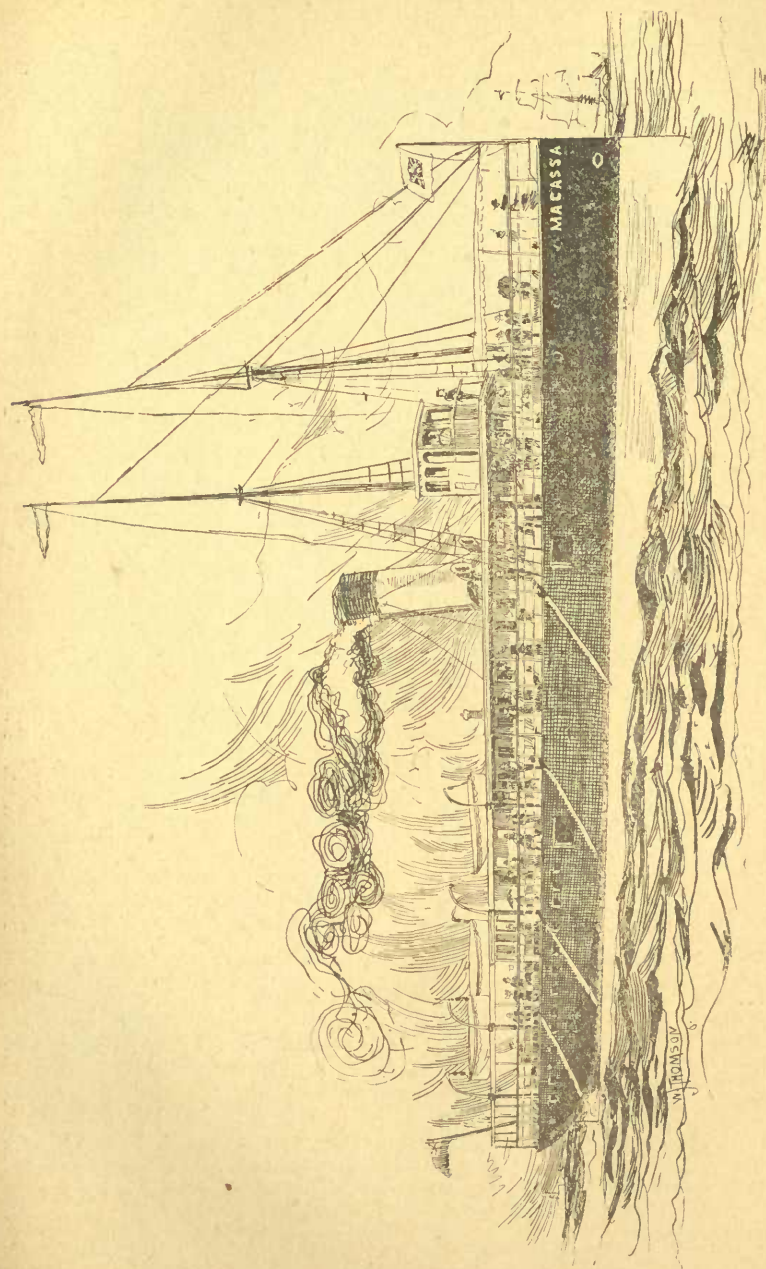
Mr. M. Leggatt is acting president of the Hamilton Steamboat Company, the president, Mr. T. B. Griffiths, having died in August (1893). Mr. J. B. Griffiths is the managing director, and Mr. Fergus Armstrong, assistant manager. Mr. G. T. Tuckett is the secretary and treasurer. The officers of the company are in Hamilton, with a branch in Toronto. At the present time (1893) each of the company's steamers make during the season two trips daily between Hamilton and Toronto, and vice versa, with the prospect, in the future, of more frequent journeys with an increased fleet of steamers.

## CHAPTER CCLI.

**The General History of the Lake Shipping Continued—The Gunboats—Steamboat Racing.**

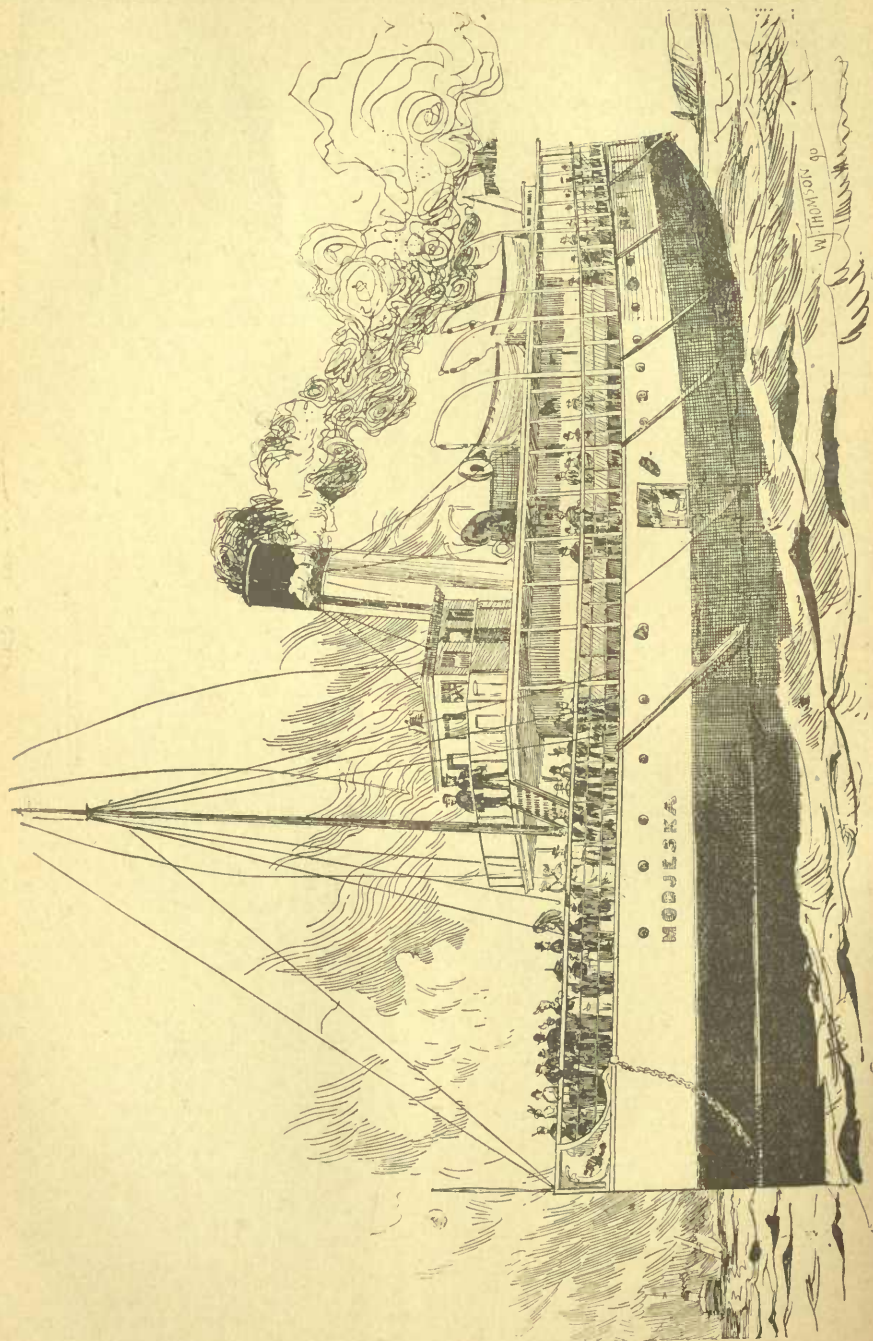
Almost the first notice relating to the lake shipping in 1867 emanated from Captain Thomas Dick, of the Queen's Hotel, Toronto, on April 10th. He advertised as for sale "the fine tug steamer Reindeer, now lying in Toronto harbor."

Only a few days later, though, on Monday, April 15th, the City of Toronto recom-



STEAMER MACASSA.





STEAMER MODJESKA.

menced her regular daily trips from Toronto for Lewiston and Niagara.

Navigation opened on the Bay of Quinte about April 20th, the steamer of the same name resuming there her regular trips. The steamers Rochester and Bruce in this season ran for the first time as a daily line from Belleville to Oswego.

On Wednesday, April 24th, the Heron gunboat left Toronto harbor for her first cruise. She had been entirely refitted during the winter. Mr. Curran, of Toronto, went with her as pilot.

On Lake Huron the Algoma resumed her trips on May 1st and on the same day the Ida Burton did likewise on Lake Simcoe, running between Barrie, Orillia and Washago, in connection with the Northern Railway from Toronto.

The Royal Mail steamers recommenced their through journeys from Montreal to Hamilton on April 29th. The vessels employed were the same as in the year previous.

Among the freight steamers and propellers between Montreal and Hamilton were the Ontario, Georgian, Indian, Huron, Bristol, Ottawa and Avon. These were all steamers. Among the propellers were the Magnet, North, St. Lawrence and Her Majesty.

The Corinthian made no change in her sailing arrangements for this season. She ran as usual between Port Hope and Rochester. The Osprey also plied as heretofore.

On May 17th the *Toronto Globe* published the announcement that on and after the following Monday, May 20th, the steamer *Rothsay Castle* would commence making regular journeys between Toronto and Niagara, making two trips each way daily.

Complaints were made that when the *Rothsay Castle* appeared on the Niagara route, racing took place between that vessel and the City of Toronto. This was soon put a stop to. The *Toronto Globe* remarked at the time, in reference to what must be confessed was a most reprehensible practice: "We are glad to learn from Captain Milloy that no further racing will take place on the part of the steamer City of Toronto, between this city and adjacent ports. Captain Milloy deserves the thanks of the people in at once putting a stop to a system of things which could be productive of no good. He would have deserved more had he never given any countenance to the thing at all."

On May 24th the rowing matches of the Toronto Rowing Club took place on the bay. The first race, for which there were three entries, was won by Richard Tinning in his skiff, the *Orlando*. The course lay

from the club boat around a buoy anchored off the northern elevator and back.

In the boys' race which followed, and which was over the same course, only three boys entered, only two put in an appearance, and one of these two broke down almost immediately, giving J. B. McMurrick an easy victory.

The last event was a double scull race, distance two miles. Only two crews entered—those of the *Lady Jane* and *Sly Boots*—the former, composed of R. Tinning and Godfrey Donnelly, won. The races passed off very successfully.

The America ran from Montreal to Kingston, Toronto and Rochester, carrying both freight and passengers.

The Bouquet and the Princess of Wales formed the Island ferry from Toronto to what in later years has come to be known as Centre Island. A *Toronto* paper, speaking of this spot, says "the crowds that daily visit it are evidently bent on making it the grand summer retreat this season."

#### JOSEPH DENNIS' DEATH.

The *Toronto* papers of June 19th contain the announcement of the death at Buttonwood, Weston, on June 17th, of Mr. Joseph Dennis. Of him the *Toronto Globe* of June 19th thus speaks:—

"Our recently deceased friend, Mr. Joseph Dennis, was brought up in the dock-yard to a thorough knowledge of shipbuilding, which occupation, however, he soon exchanged for a more congenial one—that of sailing. Owning a vessel on the lake at the outbreak of the American war in 1812, he placed himself and his vessel at the disposal of the Government, and was attached to the Provincial Marine. In one of the actions on Lake Ontario he lost his vessel, was captured and retained a prisoner in the hands of the enemy for some fifteen months. He subsequently commanded, we believe, the first steamer on the waters of Lake Ontario, the *Princess Charlotte*, which plied, as regularly as could be expected from a steamer of 50 years back, between the Bay of Quinte, Kingston, and Prescott. For the last six and thirty years Mr. Dennis had retired from active pursuits retaining till within the last year remarkable vigour, which, however, he taxed but little, excepting to indulge his taste in fishing, of which he was an enthusiastic disciple. A man of genial and happy temperament, of unbending integrity, of simple tastes and methodical habits, he was a type of man fast passing out of this country."

It was rumoured throughout Upper Canada in June that on the following July 1st, when the Royal Proclamation announcing the Confederation of the Provinces as the



Dominion of Canada was to be made, that the new Dominion would be presented with the three gun-boats then upon the lakes, the Huron, Cherub and Britomart, by the Imperial Government. Up to that date the Canadian Government had paid the cost of keeping these vessels in repair, the other expenses being borne by the Home Government. Such being the conditions, it is not so very surprising that Canadians were not exactly enthusiastic over the proposed gift. So far as they were concerned, the offer was about on a par with that made by one man to another to supply a large party of tourists with draught ale. The former was quite willing to supply the people with glasses to drink from, if the latter would fill them with ale.

The propeller Magnet was totally wrecked while descending the St. Lawrence on August 15th. The following account, copied from a Montreal paper of the time, fully describes the accident :—

#### PROPELLER MAGNET LOST.

"The loss of this fine freight steamer, owned by Captain F. Patterson and John Proctor, Esq., of this city, has been announced by telegraph. She was on her passage from Hamilton to Montreal, with a full cargo of wheat and flour, and, when about twelve miles below Kingston, in the St. Lawrence river, on Tuesday night, she was struck while rounding the point of an island by the American steamer Bay State, and sank in less than five minutes. Both boats were running at their regular speed, and though all the proper lights were displayed, the watches do not seem to have seen them distinctly rounding the point until too late to prevent a collision. Captain Patterson was in the saloon of his boat conversing with his passengers, of whom he had a few on board, including a couple of ladies, and rushed out to the deck but a moment before the collision took place. The bows of the Bay State penetrated the side of the Magnet abaft the engine, almost cutting her to the centre. The Magnet immediately began to sink, and a scene indescribable occurred. While the crew were working hard to launch the small boats, the ladies took to the mast, but the gentlemen passengers showed courage. The boats were successfully set afloat and the passengers and crew taken aboard, only in time to see the Magnet plunge head first down to the bottom. She now lies in 60 feet of water, with her topmast four feet above the level. Nothing on board but life was saved. The Bay State, which was only slightly injured in the bow, remained alongside, offering all the assistance in the power of her officers, who throughout acted most kindly to the shipwrecked persons. The

boats of the Magnet, containing each a portion of the crew, were towed up to Kingston by the Bay State.

"The collision cannot be attributed to carelessness, and was entirely the result of accident. The Magnet was insured for \$8,000 in the Phoenix, Western of Canada, and the British America Assurance Companies, which amount will not cover the loss. Her cargo, consisting of 5,000 bushels of wheat, a quantity of flour and general freight, shipped at Hamilton, was insured. It will be impossible to raise the boat, but there are hopes of raising the boilers and engines to the surface."

Captain James Saulter, a man well-known on Lake Ontario, and until his death owner of the Island steamer Bouquet, died in Toronto on August 24th. He was greatly respected, and on the news of his death becoming known the flags of the vessels in harbor were placed at half-mast and remained so until after the funeral.

The American Express Line ran a daily boat from Toronto to Lewiston, Oswego, Kingston, Prescott and intermediate ports, connecting with the steamers for Montreal and the New York Central Railroad for all parts in the United States. The steamers employed were the same as in the year previous, namely, the Ontario, Bay State and Cataract.

The steamer City of Toronto in 1868 resumed her daily journeys from Toronto to Niagara on April 13. The steamers of the Royal Mail Line began their work on May 1st. For a short period the Rothesay Castle was on the route from Port Hope to Rochester; later she ran from Toronto to Hamilton.

The Princess of Wales made her first pleasure trip of the season from Toronto to the Island on April 10th, carrying a very large number of passengers. The Bouquet also began at the same time the usual opposition traffic.

Referring to the subject of the traffic between Toronto and the Island the *Globe* of May 5th thus wrote :—

#### "THE ISLAND FERRY.

"We understand that a project is on foot in the Council to lease the privilege of carrying passengers to the Island. The city has full power in this direction, and it is felt that they might justly exercise it, while the result will be a better control over those to whom the privilege is given. Some talk exists of giving the exclusive privilege to some intimate friends of certain members of the Council without tender. We trust such favoritism will not be attempted. Undoubtedly the only just plan will be to let it out by tender."

The propeller *Dominion*, used solely as a freight steamer from Montreal to St. Catharines, Toronto and the head of the lake, was built in this year at St. Catharines by Shickluna for S. Neelon. Her capacity was 370 tons, and she afterwards proved a most useful vessel.

Another vessel, known at first as the *Hastings*, was built in 1868 at Montreal by Cantin. Her owners were Messrs. Glose and others, and her capacity was 286 tons. She had various routes on the lakes, and was re-built in 1876. She was again altered and repaired in 1890, when her name was changed to the *Eurydice*. Since then she has run from Toronto to various points on the lake.

The *Norseman*, a side-wheel steamer of 422 tons, was built at Montreal in 1868 by Cantin. Gildersleeve, of Kingston, was her owner. After running from Toronto to Rochester for many seasons, she was re-built in 1891, and her name changed to *North King*.

The steamer *Rochester* ran this season from Toronto to Oswego, calling at all intermediate ports.

On Lake Huron there were few, if any, changes; indeed the season of 1868 differed but slightly from that of its immediate predecessor. The vessels employed, the routes they took, and the officers commanding them, were very nearly the same, and happily there were no serious accidents either on the lakes or river.

The season of 1868 had been a very quiet one, and its successor was quite as much so. The Royal Mail vessels ran as usual from Toronto to Montreal. The *City of Toronto* was, as she had been for so many seasons, on the Niagara route, and the usual steamers plied from Toronto to Hamilton, Rochester and Port Dalhousie.

On Lake Ontario there were the two routes, via Sarnia and Collingwood, to the north-west; but the latter was in those days an unknown land to the vast majority, even of Canadians, and had as yet received no attention from European emigrants.

There were very few vessels added to the lake fleet in 1869, and matters generally were in a most quiescent state.

The *City of Toronto* began her work for the season of 1870 between Toronto and Lewiston on April 20th. She was, as heretofore, commanded by Captain Milloy.

#### ON LAKE SUPERIOR.

The following were the arrangements for 1870 made by the various trading lines of steamers either departing from, or calling at, Toronto:—

The Lake Superior Royal Mail Line, from

Collingwood to Fort William, consisted of the *Algoma*, Captain J. B. Symes, owned by Messrs. E. M. Carruthers, and the *Chicora*, Captain McLean, owned by Messrs. Milloy & Co. These vessels ran every week from port to port, calling at Owen Sound, Sault Ste. Marie, Michipicoten and intermediate ports. They carried passengers and merchandise.

The Canadian Navigation Company's Royal Mail through line continued as heretofore to run from Montreal to Hamilton, calling, of course, at all intermediate ports.

The following steamers composed the line: *Spartan*, Captain Kelly; *Kingston*, Captain Farrel; *Passport*, Captain Sinclair; *Athenian*, Captain Morley; *Corinthian*, Captain Dunlop; *Champion*, Captain Carmichael; *Ban-hee*, Captain Bailey; *Union*, Captain Fairgrieve; *Abyssinian*, Captain Estes, and *Magnet*, Captain Simpson.

One of these steamers left Toronto every morning at half-past ten, and called at Charlotte, Oswego, Clayton, Alexandria Bay, Kingston, Prescott, Cornwall and Montreal, and there connected with the *Richlieu* Company's steamers for Quebec.

Every afternoon at two o'clock one of the above steamers, either the *Abyssinian* or *Athenian*, left Toronto for Prescott, calling at Port Hope, Cobourg and Kingston, where they connected with the river steamers for Montreal.

The propeller *Bruno*, Captain Gaskin, ran during the season between Montreal and the ports on the eastern shore of Lake Huron, calling at Kingston and Toronto for freight for Goderich, Kincardine, Port Elgin, Inverhuron and Southampton.

The *Toronto Daily Leader* of Thursday, May 5th, curtly announces, under the heading of "The Island," that "the steamer *Princess of Wales* will run to the point of the Island on Saturday at 1 p. m."

On Lake Simcoe the *Emily May*, Isaac May commanding, commenced her usual summer trips on May 2nd, leaving Bell Ewart for Orillia on the arrival of the morning train from Toronto.

The Island ferry steamer *Bouquet*, Captain William Parkinson, began making her half hourly trips to the Island on May 21st. Her proprietor, in advertising the sailing arrangements for the season, tells the public that "the steamer has been finished in a tasteful style and in such a manner as to ensure comfort combined with safety to persons wishing to visit this favorite place of resort." They add in a postscript that "the most liberal arrangements will be made with excursion and picnic parties."

The annual meeting of the Toronto Rowing Club was held on May 2nd, Angus Mor-



rison, M. P., being elected president, and W. M. Davidson secretary and treasurer. Among the members of the committee were John Gibbs Ridout and Henry O'Brien.

On June 1st the Erie and Niagara railway was opened throughout for the summer season, connecting with Buffalo by the new iron steamer Ivanhoe, and with Toronto by the steamer City of Toronto. It was advertised in the daily papers as possessing "unrivalled attractions for excursion, fishing and picnic parties."

#### A MOMENTOUS ISSUE.

On June 8th the Toronto *Daily Leader*, in a leading article headed "The Island," asks the very pertinent question, "What shall be done to preserve the Island from decay? Shall anything be done?" Proceeding to answer its own question, it relates how a trip round the island, through the western gap and back to the harbor, through the eastern gap, had been made the day previously by the gentlemen composing the Harbor Trust and others, their object in doing so being to see what steps could be taken to guard against the encroachments of the lake. After discussing various remedies, the writer of the article concludes with these carefully thought-out words: "There are practical men who are favorable to the construction of a crib work at the gap which would catch the debris which is continually washing down from Ashbridge's Bay, and which helps to make up the vacuum which has been made at the eastern entrance. It seems to us that there is much force in this suggestion, and that it is worthy the consideration of the Harbor Trust. We do not presume to offer anything like a dogmatic opinion in such a matter; but we think it is worth enquiring into, for the protection of the harbor is worth no little expenditure, if it can be saved without detriment to the sanitary advantages which have accrued from the opening of the gap."

#### DEATH OF CAPTAIN RICHARDSON.

Captain Hugh Richardson, for so many years connected with the lake steamers, and at the time of his death Harbor Master at Toronto, expired in that city on August 2nd, in his 87th year. He had been born in London, England, in 1784, and was the second son of Thomas Richardson a West Indian merchant. Leaving school at fourteen years of age, he went to sea, and in 1810 both he and his brother were captured in the English channel by a French privateer, and he was a prisoner in France for many years. After his release he returned to England and emigrated to Canada in 1821. He was appointed a Harbor Commissioner

in 1837, and Harbor Master of the port of Toronto in 1852. He was always both energetic and courteous in the discharge of his various public duties, and his death, though far from unexpected, caused very general regret.

The Toronto Rowing Club races were held on August 13th, with the following results: In the Fishermen's race, for which there were two entries, the Charm won by five lengths, in 18 minutes and 30 seconds.

In the competition for double scull outriggered boats three entries were made, and the winning boat was the Storm, rowed by Berry and J. Durnan, the former familiarly known as "Black Bob."

The race for double-sculled in-riggered boats was won by the Scapegrace, manned as was the preceding winner, the Storm.

In the race for the "Championship of the Bay" two boats came to the starting point, namely, the Skylark, T. Lowden, and the Wind, R. Berry, (Black Bob.) The latter, after a very spirited race, was victorious, and every one was ready to admit that he was a remarkable oarsman and well deserved to hold the position of "Champion of Toronto Bay."

On November 12th the various vessels in Toronto port all had their flags at half-mast in respect to the memory of Captain Dugald Gray, who was for many years a popular lake captain and was on that day interred.

Captain Symes, of the steamer Algoma, was a great favorite with the travelling public on the upper lakes, and no less popular with the residents on Lakes Huron and Superior. At the close of the season of 1870 these marked the occasion by presenting Captain Symes with a purse containing \$200 as a token of appreciation of his kindness, courtesy and attention to their comforts.

The Montreal *Herald* published the following statement in the latter end of November:—

#### "LAKE ONTARIO STEAMERS.

"The only American steamers which have been running on Lake Ontario during the past season are those of the Northern Transportation Company, which has just stopped payment. If this company cannot make an arrangement with its creditors so as to go on as usual next season the lake will be wholly in the hands of the Canucks, so far as steam vessels are concerned. Such is probably another effect of a tariff which makes everything artificially dear, and having already killed the American ocean fleet, is now destroying the lake trade. The Canadian proprietors have not for some time had much to boast of in the way of

profits ; but they have kept afloat, and some of them—the Inland Canadian Navigation Company among them—are reported to have this year done a better and more profitable business than in preceding seasons, though the company has always paid dividends. The Northern Transportation line ran from Ogdensburg to all the American lake ports, and from Oswego to New York. Its liabilities are \$400,000, and its assets in steamers, &c., are valued at \$1,200,000. It is represented that the stoppage of the company, in spite of the low rates at which it had been carrying, was quite unexpected. Referring again to the Canadian Inland Company, we are happy to learn that their vessels are now safely housed for the winter, the Corinthian having arrived here yesterday morning. As the season has gone by without accident, the company saves some \$10,000 in insurance, as they have this season been their own insurers, except against fire. In order to avoid marine risks, they have already planked the iron bottom of the Passport, so as to prevent the extreme danger of touching rocks, which is experienced by iron ships in channels like those of the St. Lawrence. The Corinthian and the Spartan, which is also here, are to go to Mr. Cantin's yard, there to be treated in the same manner as the Passport, so that they will be brought up to the character of composite ships, and such accidents as that of Split Rock last year will not, it is believed, occur again."

The season of 1870 had been remarkably free from accidents to the steamers, either on the lakes or the St. Lawrence, and this to a great degree compensated for the very moderate amount both of passenger and goods traffic that had taken place.

There were not many changes in 1871. The City of Toronto, always the first to resume her work, began running on April 13th between Toronto, Niagara and Lewis-ton.

The Canadian Navigation Company's Royal Mail through line commenced between Toronto and Montreal with the Passport, Captain Sinclair, on the 21st April, and she was followed in due succession by the Kingston, Captain Farrell, and the other steamers belonging to the line. The Express steamers, as they were called, of this line ran between Ogdensburgh and Toronto, calling on the up trip at Alexandria Bay, Clayton, Kingston, Oswego and Charlotte, and on the down trip at Bowmanville, Port Hope, Cobourg, Kingston and Gananoque.

The first steamer north was the Waubuno, Captain P. M. Campbell. She ran in connection with the Northern Railway from

Toronto from Collingwood to the Sault St. Marie.

On the upper lakes one difference in the arrangements made was that Captain Symes gave up the command of the Algoma, assuming that of the Manitoba. The Lake Superior Royal Mail Line consisted of the Chicora, Captain McGregor ; the Cumberland, Captain Pollock ; besides the new steamer just mentioned.

The Algoma, now under command of Captain Pollock, was also described as a "Royal Mail steamer," but she appears to have run on her own account in opposition to her former consort, the Chicora.

These four vessels, in connection with the Northern Railway from Toronto, formed a route direct from Quebec and Montreal to Bruce Mines, the Sault St. Marie, Fort William and Duluth, and for all points in Red River country and Duluth.

Not only was the Bonquet announced to resume her trips for the season from Toronto to the Island on May 24th, but she was joined by a new steamer, the Perry, Captain Thomas Lundy, these two vessels making the journey four times an hour. These boats were both under the same management.

The Princess of Wales was, as in previous years, upon the same route. On May 24th, the first day of the season, no less than five thousand people crossed from Toronto to the Island by the aid of these steamers.

During the summer of 1871 the California was constructed by Messrs. Butters & Co., the merchants of Montreal being her owners. For some years she was commanded by Capt. Wm. Leslie.

In 1880 Mr. Samuel Crangle and W. A. Geddes, of Toronto, purchased her. She traded on the lake for some time. She was considerably lengthened in 1882, and ran from Chicago to Montreal most successfully, Capt. John Trowel being her commanding officer.

Like so many other vessels of her kind, she was lost in the turbulent waters of Lake Michigan in October, 1887. No blame was imputed to Captain Trowel.

#### CAPTAIN MILLOY RETIRES

The season of 1871 was not marked by any incidents of great importance. Navigation closed rather early, and re-opened somewhat later than usual, the City of Toronto not resuming her journeys from Toronto to Niagara in 1872 until April 18th.

The Royal Mail Line, as it still called itself, from Toronto to Montreal, began its season's work early in May. There were no additions to their fleet of steamers, though



they had all been re-fitted and re decorated during the winter.

A change was made this year in the command of the City of Toronto. Captain Donaldson superseding Captain Milloy, who had for so many years sailed the vessel.

On Lake Huron there were two lines of steamers connecting with Toronto; one ran from Sarnia in connection with the G. T. R., the steamers being the Manitoba and Arcadia. The other line sailed from Collingwood and consisted of the Cumberland, Chiora, Francis Smith and Algoma. They ran to all ports on the lake, carrying both freight and passengers.

Of the propellers or freight boats running between Montreal and Hamilton the principal vessels were the Dominion, which ran to St. Catharines; the Dromedary, Mary Ward, America, St. Lawrence, Dalhousie and East.

On Lake Simcoe the Emily May continued to run in connection with Northern Railway trains from Toronto via Bell Ewart to Orillia.

The annual meeting of the Toronto Rowing Club was held on May 7th, when Mr. Angus Morrison was appointed president and W. M. Davidson secretary.

The steamers forming the ferry between Toronto and the Island were, as in the year previously, the Bouquet and Princess of Wales.

The following notice of the death of a Canadian, who was in H. M. naval service, appeared in the *Toronto Daily Globe* of April 5th, 1872:—

"Drowned at sea in the Atlantic Ocean, 130 miles west of the coast of Portugal, on the morning of Friday, March 8th, William Adams Jukes, R. N., sub-lieutenant in charge of cadets on board of H. M. steam frigate *Ariadne*, and eldest son of Dr. A. Jukes, of St. Catharines, Ontario, in the heroic effort to save the life of a seaman who had fallen overboard from the main top cross trees in a gale of wind. Brave and self devoted to the last, he perished in the performance of the highest duty of humanity, in the 23rd year of his age, and died a true sailor.

"Greater love hath no man than this that a man lay down his life for his friend."

Young Jukes had passed his early days on the shores of Lake Ontario, and was famous for his love of the water and aquatic sports.

The regatta of the Toronto Rowing Club took place on Saturday, August 10th. The committees of the club had spared no pains to afford accommodation to competitors, as well as spectators. Mr. George Hawthorne adopted an excellent plan for buoying the course, that of having barrels,

with good high flagstuffs placed through them, the barrels being on floats of planks placed crosswise. The steamer *Norseman*, with the Queen's Own band on board, was chartered by the club for the use of its members and their friends, while tugs J. S. Clarke and the *Ontario* rendered good service, the former in clearing the track, and the latter as judges' boat. The bay was as usual crowded by small boats, but the progress of the competing boats was not so much impeded as in former years. At 11:15 Mr. T. S. Birchall started

#### THE YACHT RACE.

This was one of the best contested and most interesting races that ever took place from Toronto harbor, and the following account from one of the daily papers of the time will probably prove interesting to readers.

Five yachts were entered for those of the first-class and there were four starters:—

"The *Gorilla* left Cobourg in time to reach Toronto for the start, but light and baffling winds kept her back, and she arrived here late in the day.

"The *Ina*, *Oriole*, *Ripple*, and *Brunette* got away in the following order:

"The *Brunette* led off, closely followed by the *Ina*, which crossed the line a few lengths behind her, and the run to the Elevator buoy was very interesting. The *Brunette* held her position, the *Ina* hanging on to her quarter, while the *Oriole* came after them in magnificent style, every sail filling, and dashing the spray from her bows, while the *Ripple* was astern and evidently out-sailed, on account of the comparatively light win, which favored the yachts with the greatest spread of canvas. The *Elevator* buoy was rounded in the following order: *Brunette*, *Ina* and *Oriole*. As the *Brunette* jibed around, the *Ina* came sweeping along and jibed over, and as the yachts were not a length apart the sight was a very pretty one. The *Oriole* followed in close order, and well together they sped away down the bay to the Marsh buoy. This was an interesting stretch, the yachts all being able to lay their course directly for the buoy. The *Ina* endeavored to go to windward of the *Brunette*; but found that this would not do and bore away to her leeward, and as the wind freshened the *Ina* evidently was picking up and passing her. The *Oriole*, however, 'showed her heels' to both the sloop yachts on this run, as she passed down the bay in fine style, and reached the buoy about a length ahead of the *Ina*. The Marsh buoy was rounded in the following order: *Oriole*, *Ina*, and *Brunette*. The run to the starting buoy was a pretty sight, the *Ina* gradually drawing

ahead of the Oriole, while the Brunette was making good time astern. Neither yacht was able to make the buoy, and the Ina tacked across the bows of the Oriole, and passed the buoy first; the Brunette slipped past the Oriole, owing to her moving in stays more rapidly than the heavy schooners, and was second past the buoy, the Oriole being third. The Ina pointed for the Mimico Point buoy, and with main-sail, top-sail, stay-sail, and jib and top sail set, she bowled along with a long lead out of the bay, the Brunette following second, and the Oriole coming after at a rattling pace. The Ina greatly increased her lead on the run up to Mimico Point and rounded the buoy seven minutes ahead of the Brunette, which was second, with the Oriole close behind her. Off the light house all the yachts were becalmed for some little time, until at last a breeze answered the prayers of the yachtsmen, and the Mimico Point buoy was rounded as follows:—Brunette, Ina and Oriole. The Ina and Oriole rounded the buoy at the same moment—and as the Oriole swung around and covered up the Ina with her great spread of canvas, the latter lost headway and drifted down upon the buoy, thus losing several minutes in getting clear and away. The Brunette pointed for the home buoy, and the Oriole made excellent time after her, while the Ina brought up the rear. The Gorilla came into the harbor just before the Oriole, and at this time the sight was a beautiful one. Four of the finest yachts in the Dominion were running free, within short distance of each other, with all sail set, and they presented a sight which delighted every yachtsman. The Oriole gained on the Gorilla and Brunette also, passing down the bay, giving her owners a great deal of pleasure. The winning buoy was passed in the following order:—Brunette 1st, Oriole 2nd, and Ina third. As the Ina rounded past the winning buoy her crew gave three hearty cheers for the victorious Brunette, which were returned with a will by those on board of the latter yacht.

“The Brunette, modelled by P. McGieban, of New York, the modeller of the Ina, was of 35 feet keel and 14 feet beam. The time consumed in sailing the race was:—

	HS.	MIN.	SEC.
Brunette.....	4	55	46
Oriole.....	4	56	48
Ina.....	4	59	20

“It will be seen that when the time allowed for the difference in the tonnage of the Oriole and Ina is calculated, the latter boat was in reality second.

“The second-class prize of \$150 for yachts of the second-class was won by the Water

Kelpie, of Hamilton. Time, 4h. 5min. 16sec.; Kate, Oakville, 2nd, time, 4h. 7min. 10sec.; Wanderer, 3rd, Toronto, no time taken. In the third-class race, for a cup and money, value \$30, the John A., owned by J. Glenining, Toronto, was the winner. Time, 4h. 27min. 33sec; Spray, (Geo. Ward, Toronto) 4h. 33min. 28sec. The time of the Snowdrop is not given, so it is to be presumed she came in very much astern.”

In the Rowing Club competition the first event was for double-sculled outriggers, the prize offered being one of \$50.

Two boats started, the Quebec, of Montreal, manned by G. C. Tyr and J. B. Grey, stroke; and the Lachine, of Montreal, E. D. Boswell and J. Phillips, stroke. The result was a “walk over” for the Quebec, the Lachine becoming disabled very early in the race.

In the Fishermen’s race, the boats Jenny and Lady Jane contested for the prize of \$25. It was won by the former, the time being seventeen minutes thirty seconds, just one minute and ten seconds less than that of the Lady Jane.

In the double sculled in-rigged race, three boats entered, namely, the Dolly Vardon, the Non-Such and the Dignity. The race was won by the first boat, fifty seconds ahead of the Non-Such.

The championship of Ontario, for the belt and \$25, was a walk over for Mr. E. D. Boswell in the Blonde.

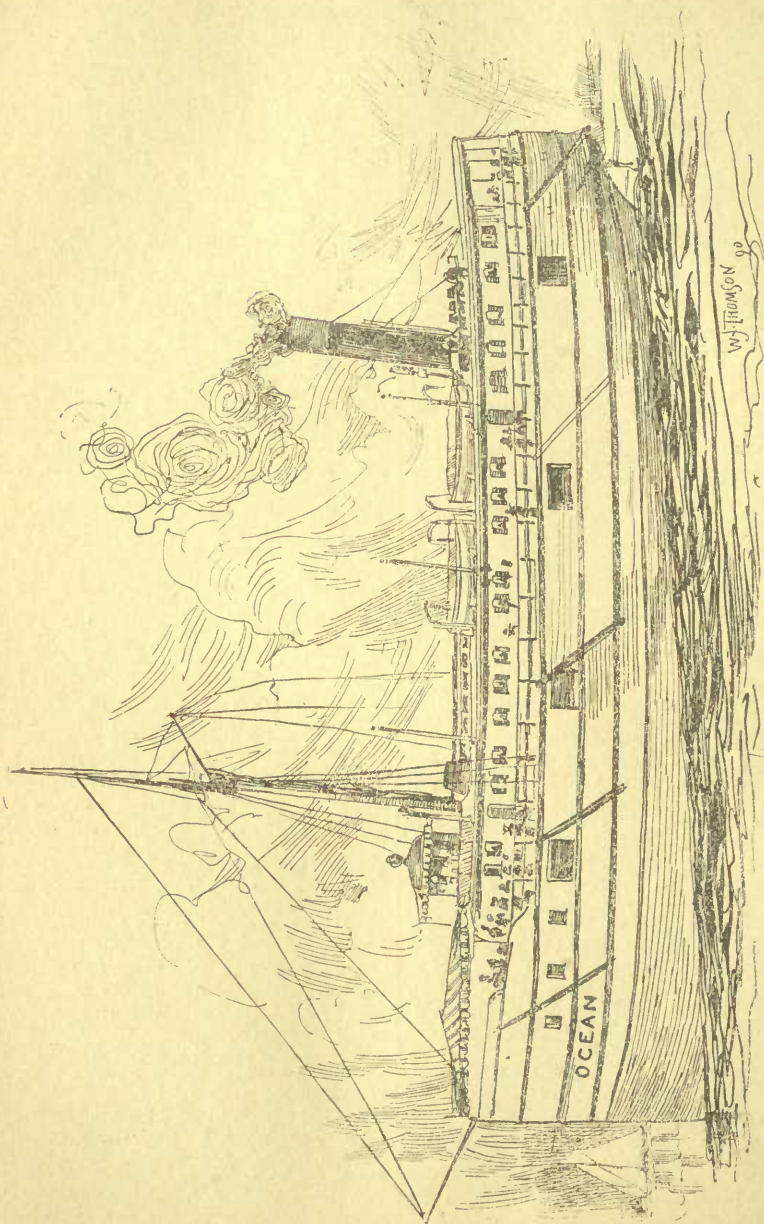
One of the pleasant incidents of the day connected with the regatta was the presentation of a diamond ring by the members of the Rowing Club to Mr. W. M. Davidson, for eight years the secretary, at the Queen’s Hotel, at an entertainment got up for the purpose. Colonel Shaw, (U. S. Consul), presided, and Major Arthurs, Q. O. R., with about fifty other gentlemen, were present, including the members of the Montreal crew and Mr. John F. Gibson, of the Quebec Yacht Club. After the toasts of “The Queen,” “The President of the United States,” “Our Visitors from Other Clubs,” had been given and responded to, Mr. A. E. Smith made the presentation, which Mr. Davidson acknowledged in appropriate terms.

During this season the Norseman, a new addition to the steamers on the lake, ran from Toronto to Rochester.

All the vessels of the through line to Montreal also called there. These vessels, or some of them, also formed a daily line from Hamilton to Toronto.

A lamentable accident occurred to the steamer Kingston in the autumn of 1872, and she became a total wreck in the waters of the St. Lawrence.





PROPELLOR OCEAN.

During the season of 1872 a screw steamer, which has attained great popularity, and deservedly so, the Ocean, a vessel of 350 tons burden, was built at Port Dalhousie. Her length over all was 140 feet, her breadth 27 feet, with a depth of hold of 11 feet 6 inches. Her first route was from Montreal to Chicago, and she continued there until 1882, her commanding officer being Captain McMaugh. She then went to Lake Superior to carry rails for the C. P. R., and continued at that work until 1886, when she was placed upon the route between St. Catharines, Toronto and Montreal. For a short time she returned to Lake Superior, but in 1888 again came back to Toronto and resumed her old route.

In 1890 she was sold to Mr. W. A. Geddes, of Toronto, and placed upon the route between Hamilton, Toronto and Montreal. Her present captain (1893) is Hiram Vaughan. John P. Towers previously commanded her. This vessel was built by Andrews for Sylvester Neelon, of St. Catharines.

In lock 5, of the Welland Canal, John Simpson, the well-known ship-builder, constructed in 1872, for the Lake and River Steamship Company, the well-known freight steamer Lake Michigan. About the same time were also built the two sister steamers, Lake Ontario and Lake Erie. They were all of the same or nearly the same dimensions, namely, 140x37x12 feet, and were engaged in the general trade of the lakes.

The Lake Erie was lost near Green Bay, Lake Michigan, in 1882, and the Lake Ontario was burned in 1890 at Clayton.

The Columbia was built in 1872 by Robertson, of Hamilton, for Butters & Co., of Montreal. She traded upon the great lakes. She was of similar dimensions to the Lake Michigan and sister ships and was a very great success.

When Messrs. Butters & Co. ceased business, this vessel reverted to the Merchants' Bank, who sold her to Mr. Fairgrieve, of Hamilton. Captain James Malcolmson was in command of her for several years. Her end was a very sad one. She was wrecked, and a great number of her crew perished on Lake Michigan in the year 1884.

The season opened in 1873 on April 17th, the Toronto making her first trip to Niagara on that date.

The steamers belonging to the Royal Mail Line did not begin their trips until the early part of May. A new steamer, known as the Egyptian, built during the autumn and winter of the preceding year, was launched and added to their fleet, while the Kingston, which, as has been already related, had

been wrecked the previous autumn, had been entirely re-built and re-appeared as the Bavarian.

Three of the freight boat lines running from Montreal to Toronto and Hamilton amalgamated this season and formed what was known as the Merchants' Ontario Line. Their fleet consisted of eleven propellers, three of them new.

The firms forming this line were Messrs. Jacques, the Merchants' and the Western Express.

Direct freight as well as passenger service between Montreal and the Western States was secured by the lake and river steamship line consisting of eleven vessels. Their route was from Montreal to Chicago direct.

On the upper lakes there was no change in the steamers that ran from Collingwood. The Waubesa, a vessel previously mentioned, and which had been on Lake Huron for some little time, also ran from Collingwood for the Sault Ste. Marie, Parry Sound and Penetanguishene. She was commanded by Captain Campbell and ran on her own account.

#### THE FREIGHT STEAMERS.

From Sarnia, in connection with the G. T. R., the steamers Manitoba, (afterwards the Carmona), and City of Montreal formed a line from Montreal to Fort Garry, or, as it was just being called, Winnipeg.

The history of the Manitoba will be found later on, when she appears as the Carmona.

The other vessel the City of Montreal, was built in Chatham in 1873, and was a vessel of 220 tons burden. She continued to ply upon Lake Huron until 1876, when at the close of that season she was taken to Toronto. Her route from '77 to '78 was between Toronto, Kingston and Oswego. In 1879 she ran from Cleveland to Port Stanley, being in these years under the command of the late Captain Thomas Leach. For a very short time in 1878 she had run from Collingwood to Chicago under Captain Parsons, but this was a mere interlude in her history. Donald Milloy was concerned with Captain Leach in the management and ownership of this vessel. About 1880 she was turned into a steam barge, and very shortly afterwards was totally wrecked.

Between Toronto and Rochester the Norseman made daily journeys, while the Silver Spray, under Captain James Dick, was on the route from the former city to Port Dalhousie.

Captain Moe succeeded Isaac May in the command of the Emily May on Lake Simcoe,



and in the steamers running from Toronto to the Island there were no changes.

A very sad accident occurred to the yacht Sphinx at the end of August. As she was returning to Toronto, while off the Humber, a sudden squall struck and capsized her. Three out of four of those who were on board of her, all young men, residents in Toronto, were drowned. Only one escaped.

A famous lake vessel, known as the Persia, was placed on the lakes in 1873. She was built by Simpson, of St. Catharines, for James Morris, of the same place, and ran from St. Catharines to Montreal on the "up trip," calling at Toronto. Her commander was Captain John H. Scott, one of the most efficient, and at the same time most popular, captains on the lake. It was said of the late Earl Russell that he considered himself capable of driving a four-in-hand, 'commanding the Channel fleet,' or governing the country at any time. Captain Scott might not be as versatile an individual as Earl Russell considered himself to be, but he could tell a good story—preserve the best of discipline among his crew—do his duty to his employers, and be courteous and attentive to his passengers at all times.

#### LAKE SIMCOE STEAMERS.

In 1874 the Norseman was as usual on the route from Toronto to Rochester.

A new steamer, known as the Clyde, Captain Ellis, plied from Toronto to Port Dalhousie, and was also used occasionally for excursions to other places.

On Lake Simcoe the Lady of the Lakes, Captain Moe, supplanted the Emily May. It seems strange that in such a comparatively short period as forty years there should have been such a number of steamers on Lake Simcoe. There had been no less than seven, namely, the Beaver, Simcoe, Peter Robinson, Morning, J. C. Morrison, Emily May, and last of all the one just mentioned. No less than seven, where the work was of the very lightest.

In connection with the G. T. R. at Sarnia from Toronto were the steamers Ontario and Manitoba.

On the Island route, that is, on Toronto bay, plied the Princess of Wales and the Bouquet, while another ferry steamer, called the Perry, "ran wild," that is, was at the service of any one who would hire her.

The first steamer of the season of 1875 arrived in Hamilton April 28. She was the Dromedary, of the Lake and River Steamship Line, loaded with flour.

In 1875 Powers, of Kingston, built for John Proctor, of Hamilton, the well-known steamer Cuba. She was the largest carrier

of her day and had a good trade on the lakes. In 1877 Captain Crangle and W. A. Geddes, of Toronto, purchased her and employed her as a trader between Toronto and Ogdensburg, forming a route in connection with the Northern Railway between Chicago and the New England States via Collingwood. For five years everything went "merry as a marriage bell," until the United States Government by putting what certainly seems to be a forced interpretation upon the Washington Treaty, put a stop to what had proved for the Cuba's owners a very profitable enterprise. She then ran from Chicago to Montreal, and continued upon that route until 1892. In 1893 she was placed on the route from Hamilton to Montreal, where she still remains. Her commanding officers have been Captains Crangle and Ewart.

Another new vessel appeared on the upper lakes with the opening of the navigation in 1875—the Celtic—built by Archibald Robertson, of Hamilton, in 1874. Her length was one hundred and forty feet, her breadth thirty-seven, and her depth twelve feet. Her route was on the upper lakes. She was first commanded by Captain Taylor and afterwards by William Cavors. Whilst engaged in carrying freight on Lake Erie she came into collision with an American vessel, and was totally wrecked in May, 1892.

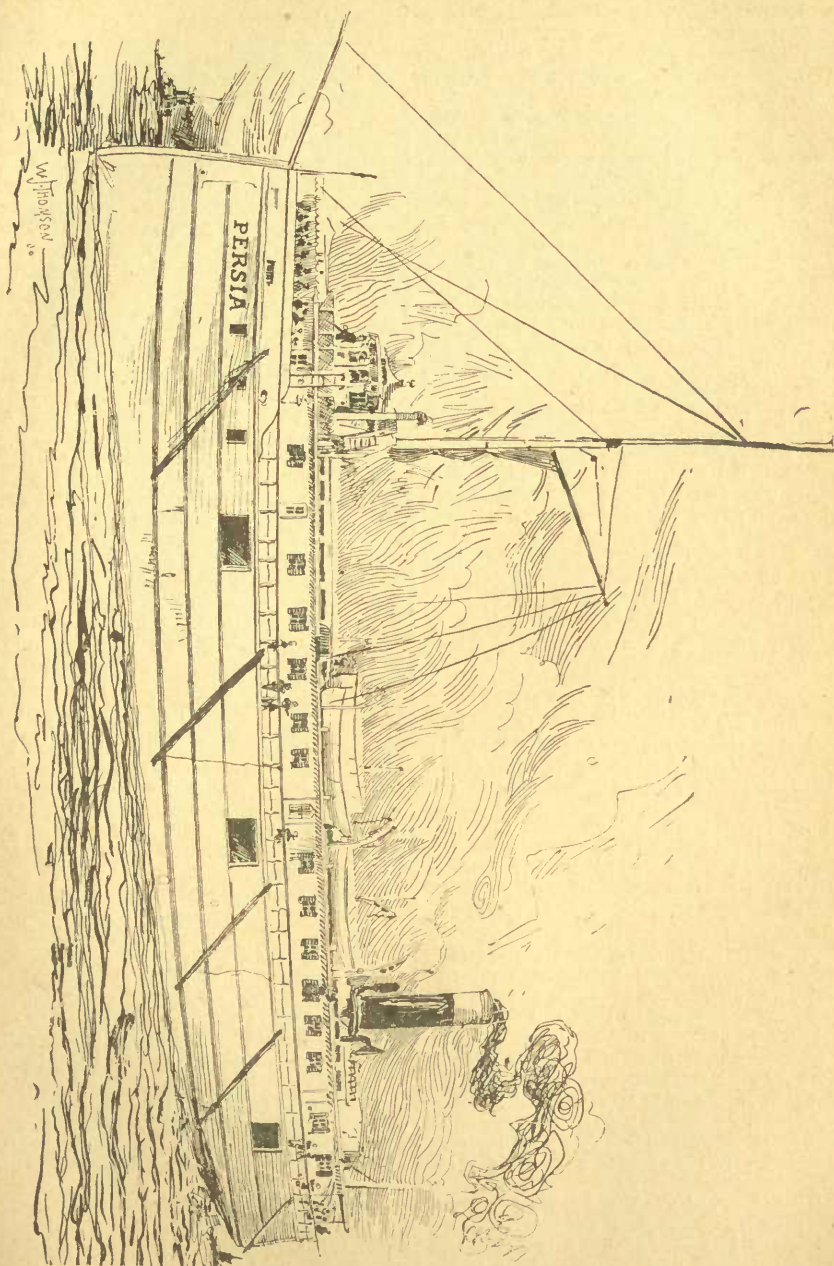
The W. Seymour, A. M. Macgregor, master, also left Collingwood for the Sault Ste. Marie every Thursday.

The Waubuno also ran from Collingwood, proceeding to Parry Sound and Penetanguishene. The Silver Spray ran from the same place to Owen Sound and also made a weekly trip to French River.

The Grand Trunk Railway's Sarnia line in this year consisted of three vessels, the Manitoba, Ontario and Quebec. They ran to Fort William, Duluth and Fort Garry.

The Windsor and Lake Superior Line, George Campbell, Windsor; Sylvester Neelon, M. P. P., St. Catharines; J. C. Graham, St. Catharines, proprietors, consisted of the new steamers Asia and Sovereign, forming a weekly line between Windsor and Duluth. The steamers Sovereign and Asia left Windsor on alternate Thursdays, at 10 a.m., calling at Sarnia and (weather permitting) all Lake Huron ports, for Bruce Mines, Sault Ste. Marie and north shore ports on Lake Superior, Silver Islet, Prince Arthur's Landing, and Fort William, making close connections with the Dawson route, and at Duluth connecting with the N. P. R. R. and steamers on Red River for Fort Garry.

From Collingwood, what was called the



PROPELLOR PERSIA.



Lake Superior Line, or, the Pioneer Route, consisted of the side-wheel steamers Frances Smith, Cumberland and Chicora. One of the steamers of this line left Collingwood every Tuesday and Friday for Fort William and intermediate ports.

#### SECOND ROTHESAY CASTLE

The new Rothesay Castle made her trial trip on May 13th, her route being from Toronto to Nia ara. She was one hundred and ninety-five feet long by twenty-four wide, and was licensed to carry seven hundred passengers.

A small steamer called the Watertown made daily trips from Toronto to the Humber, while the Island ferry steamers were the same as in previous years.

The Picton ran on the Port Dalhousie route throughout the entire season, and the Norseman to Rochester.

In 1876 some of the lines were enlarged, and some vessels that had previously been run on the various routes independently amalgamated with other established lines. There was, in fact, a decided move in the direction, not of diminishing the steamers, but of minimizing the competition.

The Empress of India, a steamer built at Mill Point, made her first appearance this season, being chiefly used for excursions from Toronto to various places on the lake.

The changes on the upper lakes were very slight, excepting such as have just been referred to.

The steamers plying to the Island from Toronto were the Princess of Wales, Bouquet and Watertown, though the latter also ran to the Humber. Civic holiday came in Toronto on Monday, August 14th, and among the amusements provided was one of a decidedly unique character. Perhaps it would be as well to give the advertisement as it appeared at the time announcing the attraction:—

"Civic Holiday. The most Novel and Pleasant Excursion of the Season, on Monday, August 14th. The schooner John Bentley, the largest vessel on Lake Ontario, will make a grand excursion to Niagara, under sail, and in tow of the steamer W. T. Robb. Will leave the Canada Southern Dock, foot of York street, at 8.30 a.m. Returning, will leave Niagara at 4 p.m., arriving in Toronto about 7 p.m. Fare for the round trip 50 cents. Children half-price. Accommodation will be very complete. In the evening a moonlight excursion.

"The Band of the Toronto Musicians' Association is engaged for the occasion."

History is mute about this excursion, but there were dark rumors afloat in Toronto on the morning of August 15th that

some of the excursionists, while they had found their trip decidedly "novel," had grave doubts as to its being "pleasant." But probably these reports came from those who could not get tickets!

But the owners of the ferry steamers Watertown and Bouquet did not mean "the schooner John Bentley," even if aided by the steamer W. T. Robb, to have all the fun to themselves, for they in an advertisement which, though but of forty words, occupied nearly half a column of the papers of the day, announce on August 14th:—

"Grand Display of Fireworks to-night on the west point of the Island. Steamers Watertown and Bouquet every half hour from Hamilton's and Canada Southern Wharves to see the Fireworks. Be sure and take your ticket by the above steamers."

On August 9th an accident happened to the water-works in Hamilton, and the city's supply of water was for a brief period interrupted. A few days later a Toronto paper cruelly remarks:—

"The Hamilton corporation refuse to pay for the lager beer consumed during the break in the water supply on Wednesday."

Burlington Bay all around the Hamiltonians, and yet "not a drop to drink."

On August 10th the Royal Mail steamers were unable to run the Lachine rapids on account of the smoke from the bush fires. This was an occurrence all but unprecedented from such a cause.

#### THE PHILADELPHIA REGATTA.

Toronto came prominently to the front at the International Regatta held at Philadelphia in this, the centennial year of the Independence of the United States. Hanlan was the victor in the rowing match against all comers. On his return to Toronto the plucky and victorious oarsman was honored with a public reception.

The Collingwood Line in 1877 was slightly altered, the City of Owen Sound, a new steamer, appearing on the route. The other two vessels were, as in 1876, the Frances Smith and the Cumberland.

The Silver Spray and the W. Seymour ran as in the preceding season, and the Southern Belle and Waubuno plied from Collingwood to Sault Ste. Marie, Parry Sound and Penetanguishene.

The North-west Transportation Company consisted of the steamers Asia, Ontario and Quebec. The name of the company is sufficient to indicate the route of their vessels.

The Norseman had a rival on the Rochester route this season, as the City of Montreal also made bi-weekly trips from Toronto to Rochester and Oswego.

The Toronto ferry steamers were the

Princess of Wales to the Island ; the Bouquet to the same place ; the Watertown to the Humber and Mimico. The Empress of India also made constant excursions on the lakes. The following advertisements will show how keen the competition for traffic was at the period referred to. They ran thus :—

"Picnic Parties and Passengers Attention ! The steamer Princess of Wales will leave Mowat's wharf daily at 10.30 and 11.30 a.m., until further notice. Pure air. JOHN WALSH, Master, Sec. and Treas."

"Empress of India, Humber, 25c ; Monday and Friday, 10.30, 2 and 4 ; Tuesday, 10.30, 2, 4 and 6 Oakville, 50c ; Wednesday, 9 and 2 o'clock ; Saturday, 8 and 2 o'clock. Hamilton and Burlington Beach, 50c ; Thursday, 8 a.m. ; returning leaves at 4 p.m. sharp. See posters. Family tickets for sale Friday—Moonlight Excursion at 8 p.m. Band in attendance. C. J. McCUAIG, Manager."

Among the season's specialties were the excursions to Niagara. These were thus announced :—

"50 Cent Excursions to Niagara, every Tuesday, Thursday and Saturday Afternoon. Quickest Time. Two Trips Daily between Toronto and Buffalo. Southern Belle leaves York street wharf for Niagara at 7.15 a.m. and 3.15 p.m., connecting with Canada Southern for the west, also at Bridge and Buffalo for the east, allowing 4 hours in Buffalo, and returning same day. Return tickets at reduced rates to Niagara, Niagara Falls and Buffalo."

The Sarnia line was precisely the same as in 1876, there being no alteration of any kind.

Early in January, 1878, Mr. Harbor Master Carr, of Toronto, in his report to the Harbor Commission, says :—"It is to be hoped that the corporation will proceed with the building of the contemplated Trunk or Receiving Sewer along the front of the city, as a receptacle for all the present sewage nuisance running into the different slips and polluting the waters of our harbor, also leaving considerable deposits of filth, which the Harbor Trust have to dredge out. Should this very important work be carried out, the waters of our harbor will become purified by the currents which are continuously passing between the western and eastern channels, affording our citizens the opportunity of enjoying healthful recreation on the water of our beautiful bay."

#### THE COMPETING COMPANIES.

The North-west Transportation Co. (Ltd.) consisted this season of five steamers, one of which left Sarnia every Tuesday and Friday at 10 p.m. and Windsor every Friday at 9

a.m. carrying the Canadian mails, in connection with the Grand Trunk, Great Western and Canada Southern Railways. These first-class and powerful steamers left Sarnia at 10 p.m., and Goderich, Kincardine and Southampton the following morning for Bruce Mines, St. Joseph's Island, Sault Ste. Marie, Silver Islet, Fort William and Duluth, making close connections with Northern Pacific Railway and Kitson's Red River steamers for Fort Garry.

These vessels were the Quebec, Manitoba, Ontario, Asia and Sovereign.

The Collingwood steamers were the City of Winnipeg, City of Owen Sound, and our old friend the Frances Smith ; also the Northern Belle, Northern Queen and Wau-buno.

From Toronto to Ogdensburg the steamers Armenia and Cuba ran on alternate days. They were chiefly for freight, but carried also a great number of passengers.

A new steamer, the Oswego Belle, ran this year from Toronto to Rochester and Oswego. She left Yonge street wharf every Tuesday and Friday at 8 p.m.

The Empress of India was this year in the hands of a firm styling themselves, not altogether inappropriately either, their vessel being an "Empress," the Imperial Navigation Company. They organized excursions to Burlington Beach and Hamilton, Mimico Grove, Whitby, Oshawa and Bowmanville, Brant House and to Oakville.

From Toronto to Victoria Park, the new summer resort on the eastern side of the city, the steamer F. B. Maxwell made daily journeys. This steamer was only launched this season.

The Watertown ran to Mimico : the Transit, St. Jean Baptiste, (this vessel afterwards became the Sadie), Golden City, Juliette and Bouquet to the Island opposite to Toronto

The Princess of Wales was also still upon the waters of Toronto Bay, and continued there until 1882. In 1883 she met with an accident and was sunk near the Queen's wharf. She was raised, taken to Oakville and re-built. As the General Wolseley she re-appeared on the upper lakes in 1885, and a little later was burnt at Fire Island.

The Picton was on her usual route to Port Dalhousie, under Captain McCuaig.

In connection with the Great Western Railway between Port Stanley and Cleveland, after 8th May, the fast upper cabin side wheel steamer Saginaw left Port Stanley on Tuesday, Thursday and Saturday of each week, on arrival of the train leaving



Toronto at 12 55 p.m.; Hamilton 2 55 p.m., and London 6 35 p.m. reached Cleveland early the following morning, making connections there with trains for Pittsburg, Dayton, Columbus, Newark, Cincinnati and other points in the State of Ohio; returning, left Cleveland at 9 p.m. on Monday, Wednesday, and Friday of each week, arriving at Port Stanley early next morning, and made connection with all points reached by the Great Western Railway system.

The great race between Ross and Hanlan for the sculling championship took place at Rothesay, N. B., on July 31st, Hanlan being the victor. Mr. Sheriff Harding acted as starter, and at three minutes past five o'clock put the warning question to the men, but Ross being not quite ready it was a second or so before the word "Go" was given. Both men, amid the wildest enthusiasm, struck the water simultaneously. It was difficult for on-lookers to tell if any advantage had been secured by either during the first four strokes. It is, however, generally conceded, on the testimony of those who were favored with a lateral view, that Ross had just a little the advantage at first. This is reasonable, for the stroke which he pulled was considerably faster than Hanlan's, and was favorable to a terrific pace for a short distance—much faster than is likely to be made by Hanlan's long sweep. The men were wide apart, and that heightened the difficulty of coming to an accurate opinion upon the start; but no difficulty was experienced in betting that Hanlan was, while pulling with his utmost ease, drawing slowly but surely away from his opponent. When half a mile had been traversed by Ross pulling a fiery stroke of 37 and Hanlan a great sweep of 32, the latter had a length's daylight to the good. Without any increase of effort this advantage was at a mile doubled, and to the most ignorant it was clear that, bar accident, Hanlan had already won. Ross was pulling a stroke that must have been wrenching him to pieces, while the little one in blue was gliding along apparently as easy as if s'rolling on the road. The pace was, however, tremendous, and Ross kept forcing himself to the utmost, while Hanlan contented himself with maintaining his advantage. No change that was appreciable took place in the position of the contestants when a mile and a quarter had been traversed. Then, however, a change came over the aspect of affairs, for as Ross was pulling home his stroke, he was seen to go headlong over into the water. Immediately there was a great shout of alarm, and Capt. Ross, father of the oarsman, directed the tug's head towards Wallace, struggling in the water and supporting him-

self by clinging to his upset boat. No delay took place in fishing out the poor fellow who, wrapped in a great coat, was soon ensconced in a warm engine room. Every one felt great sympathy for the unfortunate oarsman, those who had been hardest on him for his actions before the start being as genuinely sorry at his mishap as those who were his warmest supporters throughout.

Meantime Hanlan, after seeing that Ross was safe, went over the course, turning the stake boat, it is said, in 17 min. 17 sec., though another time made it 15 min. 55 sec., which would be a full minute almost faster than the fastest time on record over dead water. The champion pulled back at his leisure, finishing in 37 min. 03 sec., official time, private timing, however, giving him credit for having done the five miles in 36m. 58s. Thus ended what, look at it in every way we can, was the most disappointing and unfortunate race ever rowed, the Renforth race not excepted.

On August 2nd Hanlan and his friends left in the steamer City of Portland for Portland, Maine. A very large crowd gathered to see the champion off, and he was loudly cheered as the steamer left the wharf.

Messrs. Davis and Ward, on behalf of the Hanlan Club, published a card returning thanks to the citizens of St. John for their kind treatment, etc., and in conclusion said:—"Of the gallant Newbrunswick, Wallace Ross, who has been unfortunate in this contest, they feel that they cannot speak too highly. He has proved himself a first-class oarsman, and they hope that his friends will not be slow to appreciate the splendid effort he made in their behalf yesterday, which produced what was unquestionably the grandest aquatic contest that ever took place on any water, in any country, in any age."

On Toronto Bay, on the evening of August 1st, the final heat for the gold medal, in the Post-office regatta, was contested, the entries being Messrs. Newell, Riddell, and Thompson. At the start, however, the two latter only contended, and Thompson won the race by over five lengths.

#### VERY KEEN COMPETITION.

Competition was very keen on the Niagara line this season, and it is evident the best of feeling did not exist between the owners of the rival steamers. Witness the following advertisement dated August 5th:—

"Toronto, Niagara and Buffalo Steamboat Line. The public are warned that spent checks of the steamers City of Toronto and Rothesay, of this line, collected and issued by the steamer Chicora, will not be accepted for passage on either of the

steamers of this line. Passengers going over by the Chicora on Saturday last were furnished with such by the Chicora, and were consequently deceived, as these checks were refused by this line. D. MILLOY, Agent."

A fine account of this line is given elsewhere, but this matter may properly be referred to among general information respecting the traffic on the lakes.

Hanlan was not allowed to "rest on his oars victorious" long. In May he is again in England, contesting with the famous English oarsman, Hawdon, the championship of the Tyne. The race took place on May 5th, the result being, as one paper put it, that Hanlan "won as he liked."

There were few alterations either on Lake Ontario or the upper lakes in the season of 1879. Most of them were of minor importance.

The City of Toronto no longer opposed the Chicora, but ran in conjunction with her, the Rothesay being independently on the same route, (namely, from Toronto to Niagara,) "a law unto herself."

To Lorne Park ran the Empress and Armenia from Toronto, under the management of Mr. McCuaig.

On the Toronto and Ogdensburg line of steamers there was no alteration whatever excepting that their proprietors say the "accommodation was all that could be desired" and they certainly were very well patronized.

The Great Western Railway's steamer Saginaw, from Port Stanley to Cleveland, was replaced by the City of Montreal, there being no other change except in the steamer.

The Norseman, Oswego Belle, Picton, Southern Belle and the whole of the Toronto ferry steamers mentioned in the preceding year were on their respective routes.

On Lake Simcoe the steamer Lady of the Lakes "her daily stage of duty ran" as heretofore.

On Dominion Day 1879 a grand regatta took place at Lorne Park and by special arrangement the Governor-General's medal was secured, and in addition prizes were given to the value of three hundred dollars. The following was the programme:—

1st—Single Scull Race—Two miles with a turn; to be rowed in 18-foot inrigged lap-streak boats. Open to all. Prize, massive solid silver medal.

2nd—Ladies' Race—Half-mile straight-away; to be rowed in 18-foot inrigged 1 p-streak boats. Open to all. Prize, handsome gold ring.

3rd—Single Scull Race—Two miles with a turn; to be rowed in 18-foot inrigged lap-

streak boats. Open to amateurs only. Prize, massive silver medal.

4th—Double Scull Race—Two miles with a turn; to be rowed in 23-foot inrigged lap-streak boats. Open to all. Prizes, two handsome solid silver medals.

5th—Single Scull Race—Three miles with a turn, in best and best boats. Prize, Governor-General's medal.

6th—Tub Race—100 yards. Prize, solid silver medal.

Hanlan proved victorious in his encounter with the Tynesider, and on the date in July of his arrival in Toronto becoming known, it was decided to give him a public reception and the following advertisement appeared in all the Toronto papers in reference to the project:—

#### HANLAN RECEPTION.

THE CHAMPION SCULLER OF CANADA, UNITED STATES AND ENGLAND,

Will arrive home

ON TUESDAY, THE 15TH INST.,  
about five o'clock, p. m.

The Chicora has been chartered to bring Hanlan home, at an hour which will be definitely settled on Monday morning. Return tickets will be issued and for sale on Monday at one o'clock at \$1 each, for the benefit of the Homestead Fund. A number of steamers have been chartered to meet the Chicora on the Lake, leaving the docks at foot of Yonge, Church and York streets at three o'clock. The fare has been fixed at 25c for adults and 15c for children. The Opera Company now playing at the Horticultural Gardens will give an entertainment, commencing at 8 o'clock sharp.

An Address will be presented by the Mayor about nine o'clock, to which the Champion will reply.

The Champion will also appear with his boat, in full racing costume.

Tickets will be sold at 50c—no reserved seats. Tickets can be secured at Nordheimers', Sucklings' and leading hotels.

A. R. BOSWELL,

Chairman Reception Committee.

R. W. SUTHERLAND.

Hon. Secretary.

The steamers Filgate (a new vessel), Maxwell, Empress of India and St. Jean Baptiste were chartered to leave their respective wharves at 3:30 p.m., on the 15th to meet the Chicora with Edward Hanlan and his party on board. The "Champion" arrived in due course and the reception accorded him was in accordance with the programme and as hearty and enthusiastic as the most exacting soul or ambitious spirit might desire.

The Filgate, just mentioned, was a new, iron, side wheel steamer of two hundred and forty-one tons burthen, built by White of Montreal in 1879. She remained in Toronto a short time and is now employed (1893) on the River St. Lawrence from Montreal.

A steamer known as the Kincardine ran during the early autumnal days of 1879



from Toronto to Lorne Park. She was under the command of Capt. Blanchard.

H. R. H. the Princess Louise, accompanied by the Marquis of Lorne, visited Toronto in the early part of September. The Toronto Rowing Club had a regatta in honor of the event, at which the vice-regal party were present on board the *Filgate*. The following were the entries:

First Race—Four-oared shells—

The Peterborough Crew—A. J. Belcher, stroke; G. C. Rogers, 2nd; N. B. Rogers, 3rd, W. P. Shaw, bow. Colors—Scarlet and Black.

Leander Crew—H. Lamb, stroke; H. McLare, 2; H. Clark, 3; J. Mackenzie, bow. Colors—Dark Blue and White.

Argonaut Crew—G. Galt, stroke; T. P. Galt, 2; J. W. Hogg, 3; R. McKay, bow. Colors—Dark and Light Blue.

Toronto Crew—J. O'Hara, stroke; W. O. Ross, 2; D. W. Shaw, 3; W. F. Dunsbaugh, bow. Colors—Light Blue and White.

Second race—Single skiffs, 17 feet and under—

E. Hart, Toronto; H. Ball, Chatham; R. Carter, Toronto; W. Gooding, Goderich; R. McKay, Toronto; G. F. Oakley, Toronto; G. T. Clifton, Toronto.

Third Race—Double sculls—

R. Mackenzie, P. Ball. Colors—Light Blue and White.

H. Best, T. Finnigan.

R. Blevins, W. Robinson.

T. P. Galt, G. Galt. Colors—Dark and Light Blue.

Fourth Race—Single sculls—

E. Roach, J. Phillips, Toronto; J. Laing, Montreal; W. Reordan, Hamilton; W. F. Dunsbaugh, Toronto; R. Lambe, Toronto; A. Jarvis, Hamilton; G. F. Oakley, Toronto.

#### THE OFFICIAL LIST.

Mr. J. E. Robertson acted as referee, Mr. H. Crewe as judge at the turn, Mr. J. R. Hay as starter, and Mr. J. E. Ellis as time-keeper. The club rooms were handsomely and profusely decorated for the occasion, and the billiard table set out with a procession of cups, including the four to be contested for, all of which were alike. Among the decorations the several addresses to *Zealand* were prominently displayed.

The following accident occurred on October 2nd:—The propeller *Dromedary*, bound south, struck a rock at Ramey's Bend at two o'clock, sinking five minutes afterwards in sixteen feet of water. She was bound from Montreal to Detroit with two hundred tons of pig iron and a miscellaneous cargo, consisting of sugar, etc. At the time of striking she was drawing eight feet four inches forward. The rock was a projection from

the west bank. The captain, F. B. Twitchell, was in charge at the time, and loudly censured the canal authorities for leaving such an obstruction exposed. He succeeded in running the propeller to the bank, so as not to impede navigation. The vessel was owned by the Merchants' Bank of Montreal.

The formation of a naval reserve force in Canada for the protection of the Canadian mercantile marine was mooted in the early part of 1880, whereupon a Toronto paper of the day has the following very straightforward remarks, it says:—"This suggestion," that is to create a naval reserve, "is not one likely to be adopted, although in the event of war between England and Russia, the North American squadron would be withdrawn, and the Canadian mercantile marine, which is the fifth in importance in the world, would be at the mercy of Russian cruisers. But the truth is that Canada could not afford to go to the expense of supporting a naval force, nor, so far as Canada herself is concerned, is there any need of such a force. There would not be the remotest danger of any foreign power interfering with Canada if Canada were a nation on her own and minded her own business. The only danger to which this country is exposed is on account of England, which may involve Canada in the consequences of a bloody war without a day's notice. It is probably fair to say that England must be prepared to abide by the consequences of her own acts, and that in event of her becoming involved in war with a naval power, if she desires to retain Canada as a colony she must be ready to defend it."

Upon the opening of the season of 1880 the Collingwood line for ports on the Georgian Bay, comprised the steamers Northern Queen, Northern Belle, Manitoulin and later the Emerald.

From Sarnia sailed the Manitoba. Quebec, and Ontario for ports on Lake Superior, and from Collingwood, also for the same ports ran the Frances Smith, City of Owen Sound and City of Winnipeg.

The Southern Belle ran from Toronto to Hamilton, the Picton to Port Dalhousie, the City of Montreal upon excursions to and from the various ports on Lake Ontario.

The Island ferry steamers were the St. Jean Baptiste, Princess, Prowett Beyer, Ada Alice. The Prince Arthur and Maxwell ran to Victoria and Lorne parks respectively.

On Queen's birthday Armour's steam yacht the Luella was launched at Toronto. A full description of her is given elsewhere.

The Maxwell also ran from the Church street wharf, Toronto, to Lorne park twice

daily, and figured prominently as an excursion steamer on the summer evenings.

The approaching race for the "Championship" in the sculling world, between Trickett, the Australian, and Hanlan, the Canadian, excited at this time a great deal of interest. An English correspondent under the signature "Tynesider," has the following interesting if somewhat lengthy remarks:—

NEWCASTLE ON TYNE, June 7.—It has been a long time since I last penned you a letter about aquatic interests in England, and my present venture will be confined exclusively to the great forthcoming race between Trickett and Hanlan. As you have been already advised, the friends of Trickett, residing in London, have made a match with the friends of Hanlan, for these two world-wide known scullers to contend for the world's championship on November 15th next, on the Thames. The meeting to draw up articles and make arrangements was very harmonious, and everything passed off without the least hitch or disagreement. Those who represented Trickett were gentlemen in every sense of the word, and only sought fair conditions for their favorite. Col Shaw, on Hanlan's behalf, endeavored to so arrange matters as to insure a fair race without fear or favor from any source. At his suggestion arrangements were made securing deserved and fair benefits from two interests most benefitted by the meeting of two great oarsmen, viz., the railroads and steamboat owners. I am pleased to be able to state that every consideration was shown to those who planned this just "tribute," and a handsome return may be expected from this source, on the day of the race. I need not advise you that this meeting between Trickett and Hanlan will be the event in the rowing annals of the year—if not of the century. Coming together as they will—each with a brilliant record as a "prince of scullers"—and each a "champion" of undoubted merits, the banks of old Father Thames will be lined with excited thousands to witness the anticipated battle between the fleetest scullers of the present day. Already the lovers of keen aquatic contests are taking fire over this meeting. It comes off late in the year, but Trickett has a long journey to make by water—and needs a long preparation after he arrives in England. Moreover, he is in business, and it will take him some little time to plan to get away. His friends advised me that he would likely leave for this country about the first of July. The trip over will occupy nearly six weeks. This will bring it to the middle of August before he arrives, and the time spent in be-

coming acclimated will not be too long by the date fixed for the race. I disclose no secret when I state that Trickett's friends have every confidence in his ability to vanquish your Canadian champion. They claim that he is a rowing wonder—a giant at the oar. Standing six feet five inches in his stockings, with long legs and arms, and a splendid physique, united with great strength and endurance, as well as with great skill with the sculls, they regard his chances as exceedingly sure in the forthcoming event. They spoke of Hanlan as a small man—but I reminded them of the remark made by the ferryman at Bultave, near Pittsburg, viz.: "That the more clothes he takes off, the bigger he gets," and suggested that when he measured speed with their "six foot sixer," the little man might look the larger of the two. It is a curious fact that the Trickett-Hanlan race has aroused the rowing interests here from a long slumber. The victories of Hanlan last year took all the life out of rowing on English waters. Here it is the first, alone, that excites enthusiasm. Elliott, defeated, was a dead dog; and even

THE ATTEMPT OF BOYD ELLIOTT to row a big race over a lost trophy—or to see which should try for it again—was of little account. The shadow of Hanlan fell across their fame, and overshadowed them altogether. But now that the promise of a meeting between the two rowing wonders is held out, the average Englishman is alive with interest over the promised treat. Nor will the circle of uninterested ones be small! It will be as wide as the poles, literally. And this leads me again to refer to the honor Hanlan's career has won for his own Dominion of Canada. He has advertised it more extensively than Canadians really appreciate, and anyone who may have a nose that is inclined to turn up, in a kind of scorn, over the "Hanlan fever"—should just reflect upon the fact that he has been the best advertising agent Canada ever had. Besides, if ever a citizen of Canada, by honest endeavor, deserved well of his own, this sculler is certainly one of them. Before this reaches your readers the race between Boyd and Hanlan will have been rowed. I have already put myself on record in reference to it, and at this writing am not clear that the course of Hanlan in rowing him so soon after his Washington races is a wise one. Too long a strain weakens, and to be in constant training for many weeks means a greater drain upon physical force than is prudent to chance. Boyd is a great sculler, and, in my humble opinion, Hanlan will have a very large job on hand to defeat him. Still, as a former



letter gives my views upon this point, I need not here repeat them. More anon.

TYNESIDER.

## CHAPTER CCLII

**New Steamers—Captains on the Lake and Others Who Were Prominent in the Shipping World—Concluding Remarks.**

Before navigation opened in 1882, very early in the season, a deputation from Toronto waited on Sir Hector Langevin in Ottawa, on March 25th, for the purpose of drawing the Minister's attention to the damage done to the Island opposite that city by the ravages of storms which had a short time previously taken place.

This deputation, consisting of Messrs. Platt, Hay, Ginley, William Gooderham and Erasmus Wiman, pointed out the peril in which this important section was placed, and naturally desired to know what were the Government's intentions in the matter.

Sir Hector informed them that the Government had only just received the report of Captain Eads, the celebrated engineer, but that the matter should receive most careful consideration, as the Ministry were fully alive to the exigencies of the situation.

On March 30th the *Toronto Mail* has this laconic, but emphatic, paragraph:—"There will be trouble on this bay if a tug is not soon in commission. Vessels were detained two days for want of one. What's the matter, Frank?"

On April 6th a new ferry steamer was launched in Toronto for the Island service, thus described by the papers of the day:—

### "LAUNCH OF A FERRY STEAMER"

"At half-past four yesterday afternoon Mr. John Clendinning's new Island ferry-boat was successfully launched from the stocks, foot of Berkeley street. Although the afternoon was cold and disagreeable a number of ladies put in an appearance to witness the launch. A bottle of wine was placed in the hands of little Georgie Westman, a grandson of Mr. George Williams, the Esplanade constable, who, breaking it over her bow, christened her "Canada." Mr. George Cleak, the builder, then gave the word to cut the lines, and away she slipped broadside on into her future home with a Union Jack flying from each rudder-post, while a cheer went up from the spectators present."

On April 8th the Island ferries began their journeys to and from Toronto. The *Mail* jocularly remarks:—"The *Luella* made her first journey yesterday, and Captain Turner is happy."

Among the various steamers plying on Toronto bay at this time were the *Luella*, Jean Baptiste and Prowett Beyer, under

Mr. Turner's management. Of these the first is in 1893 the property of the Toronto Ferry Company, the second has become the *Salie*, and belongs to the same company. The third steamer, built in Buffalo, and called after a citizen residing there, was disposed of some years since, and is not now upon the lakes. Another steamer, which was also on the bay until about 1894, was the *Geneva*. She has been sold to the United States. The *Queen City*, as is told elsewhere, became the *Ongiara*, and is on the Niagara river. The *Mascotte* was purchased by the Toronto Ferry Company, and the *Imperial* has gone to the upper lakes.

Among the steamers controlled by A. J. Tymon since 1882 have been the *Arlington*, *Jessie McEdwards*, *Kathleen*, *Gertrude* and *Island Queen*, all of which were purchased by the Toronto Ferry Company, and were described in another place. Besides these there were from 1883 to 1885 running from Toronto to Victoria Park the *Ontario* and *Gipsy*. The former of these was burnt and the latter is now in Kingston. The *Mazeppa*, built by Melancthon Simpson at Toronto in 1884, after running on the bay and also between Toronto and Lorne Park, became one of the steamers belonging to the Hamilton Steamboat Company, and now runs on Burlington Bay. The *Annie Craig* ran for some time until 1885 season excursions from Toronto to the Humber.

### THE SEMI-CENTENNIAL.

At the semi-centennial celebration of Toronto's incorporation on June 30th a tableau called "Naming the Harbor" was exhibited. This tableau represented the naming of Toronto harbour, and measured thirty-five feet by nine. Half the car was taken up by a sand bank, surmounted by a stockade shown in profile; the whole affair was made of canvas, but painted to represent the different objects to be called to mind. The logs were pointed, and stood about six feet high. On the sand bank outside the palisades was left a narrow platform along which, with measured steps and slow, guards were pacing. Inside the stockade was a small log house, constructed of canvas, and in front of the stockade, one on either side, were a couple of cannon. From the sand bank there was a deep descent into the other half of the car, which was covered with canvas painted to represent water. About the centre a boat was let in, as if sunk to the proper depth in water. Standing in the boat was an officer holding aloft the Union Jack, and giving to Toronto harbour the name it has ever since so proudly borne.

On August 3rd, 1885, one of the most disastrous fires that ever occurred in Toronto

broke out about one o'clock in the morning. Practically the whole of the shipping and boat-houses on the Esplanade, from Scott to Princess street, were injured or destroyed, the total damage being estimated at more than \$300,000. So fierce and lurid were the flames that in describing the scene a local newspaper of the time says:—"The whole Island was lighted up so effectively by the blaze that the small print of a newspaper could have been read without difficulty at any point between Hanlan's and the Wiman Baths."

Among the vessels injured or totally destroyed were the *Mazeppa*—afterwards rebuilt—the *Annie Craig*, *Ontario* and *Theresa*, formerly the *West*. These last three were totally destroyed. The schooner *Annie Mulvey*, the yachts *Minden*, *Veronica*, *Sprite* and *Maple Leaf* also fell victims to the flames. The schooners *Mary Ann* and *Madeline* were very badly injured.

Unhappily life was also sacrificed, a night-watchman named *Henry Worts* being burnt to death.

The *Southern Belle* continued on the route from Toronto to Hamilton throughout the season of 1885, and was only finally withdrawn from service on the lakes in 1891.

Among other steamers was the *Garnet*, running from Toronto to Victoria Park; the *Hastings* which made excursions to various points on the lake from Toronto, as the *Rupert* also did. The first of these vessels went from Toronto to Kingston, and in 1890 disappeared. The second is now running on the river at Quebec.

#### CANOE CLUB RACES.

In the early summer of 1883 a sailing race for canoes and skiffs came off in Toronto harbor on May 24th, under the management of the Toronto Canoe Club. The course was around the Island, going out at the eastern gap, and returning by the western channel. The start was made off the Royal Canadian Yacht Club wharf, foot of Lorne street. The prizes were (1) a \$20 aneroid barometer, the gift of Commodore Neilson; (2) a Waterbury watch; (3) a camp hammock; and (4) a hunting knife. The canoes were limited to 14 feet length by 33 inches beam; the skiffs were allowed 16 feet by 42 inches beam, and must be the property of, and sailed by, members of some regularly organized boat, yacht, or canoe club. Following are the entries and result of the race:—

Commodore Neilson's Pearl canoe Boreas (centre-board).....	1
Pearl canoe Isabel (centre-board).....	2
Mr. Nicholson's Princess canoe (centre-board).....	3

Mr. Morse's skiff Troad (keel).....	4
Mr. Norman B. Dick's skiff (centre-board).....	0

The race was announced for 11 a.m., and the start was made by 11.10. The *Boreas* came out with a new 95-foot racing sail, and she showed its power by taking the lead at the start and keeping it all through. The boats started with a light north-westerly breeze, which died away, and they got pretty well bunched at the eastern gap. A breeze then sprang up from the south-westward. Mr. Dick's skiff, which had 200 pounds of ballast aboard, was making a good second to the *Boreas*, when the mast-step was carried away, and she had to retire from the race. The *Isabel* was third, but some of the gear came loose, and she had to luff up and lower sail till it was put right, enabling both the *Princess* and the *Troad* to pass her. She settled down to work again, and succeeded in overhauling them both and coming in second. The *Boreas* got home a long way ahead, and the others arrived in the order above noted, with not a great deal of space between them, after getting in the doldrums for several minutes off the Union Station. Everything went off well, and the occasion was a very pleasant one.

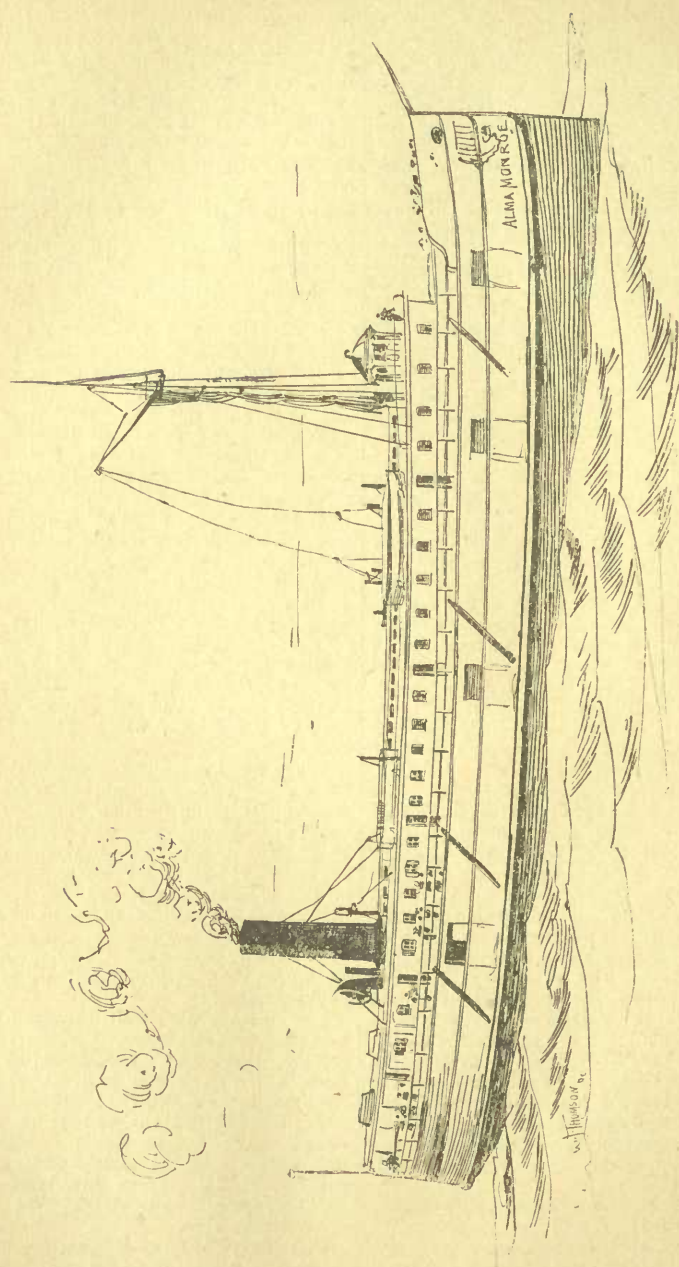
As Mr. Neilson did not wish to carry off a prize that he himself had offered, he handed the barometer to the *Isabel*, and took the second prize instead. The race was also for the T. C. C. Challenge Cup, last held by the *Isabel*, which passed to the *Boreas*.

When the boating season opened in 1884 those who attended the spring races of the Argonaut Rowing Club on Saturday afternoon, June 21, experienced a most delightful time. The weather was beautiful and the rowing was keen and exciting. The scene on the balcony was a brilliant one. The ladies were charmingly dressed and a number of the gentlemen were conspicuous by their boating costumes. On every side were to be seen the pretty blue and white colors of the Argonauts.

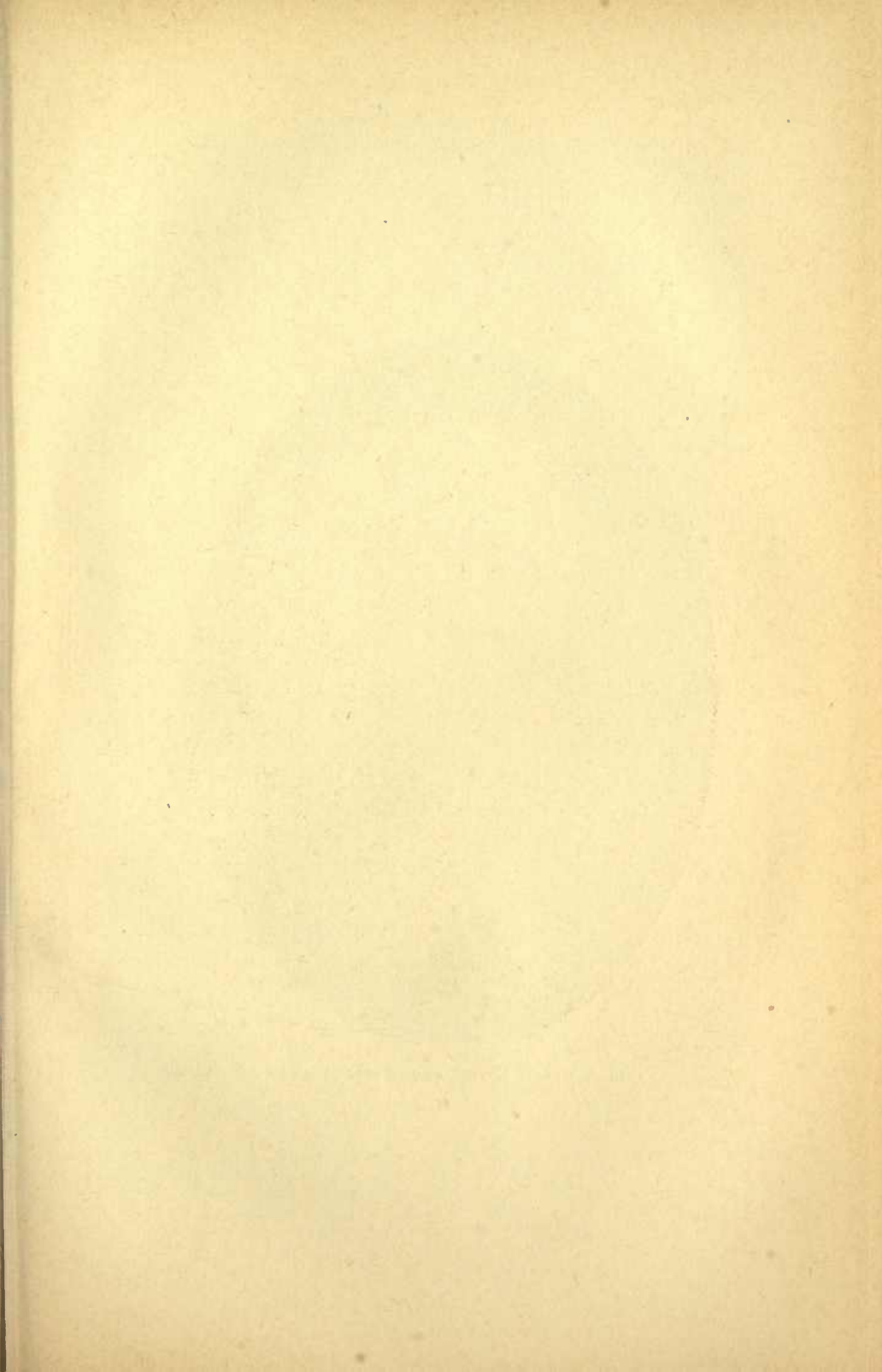
The racing was well managed by the veteran president, Henry O'Brien, and the captain, Ollie Murphy, assisted by P. D. Ross, A. G. Thompson and James Hogg, the other three members of the senior four. Seven fours turned out, and six heats were rowed. The course was a straight half mile to the east, the finish being opposite the club house. From the balcony and roof there was a clear view of the course. No time was kept.

First heat—White, J. Pearson, bow; J. Scott, 2; A. J. Boyd, 3; J. McLaren, stroke. Blue—N. P. Dewar, bow; D.

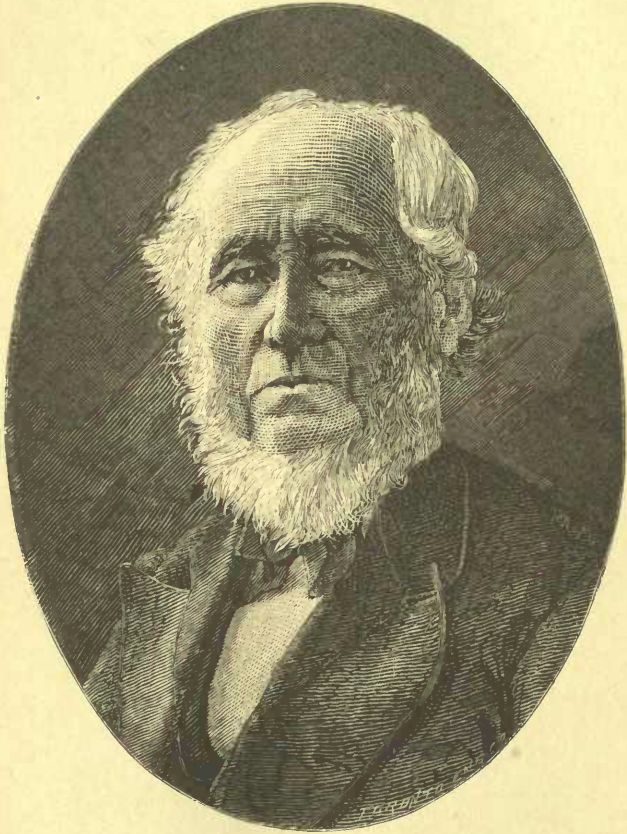




THE PROPELLOR ALMA MONROE.







ANDREW HERON, A WELL-KNOWN STEAMBOAT MAN. op. 955

Simpson, 2; A. B. Cameron, 3; A. Morphy, stroke. The whites won in good style.

Second heat—White—R. Baldwin, bow; R. W. Y. Baldwin, 2; W. R. H. Moffatt, 3; A. D. Langmuir, stroke. Blue—J. H. Rogers, bow; A. H. O'Brien, 2; W. Langmuir, 3; L. H. Whittemore, stroke. Blue was the lucky color this time.

Third Heat—White—L. Davidson, bow; E. J. Bristol, 2; G. Dunstan, 3; H. F. Wyatt, stroke. Blue—H. R. Boulton, bow; P. D. Hughes, 2; J. S. Bell, 3; A. D. McLean, stroke. Again the blues crossed the winning line first.

Fourth Heat—White—G. F. Burton, bow; W. L. E. Marsh, 2; G. W. Grote, 3; E. Heaton, stroke. Blue, winners of first heat.

Victory once more crowned the cerulean colors. The Whites fouled McLaren's crew early in the race, but both boats straightened out and resumed. Nearing home the bow of the Blues shipped his oar, but this mishap was instantly righted, and the boat sped home to victory.

Fifth heat, winners of second heat, winners of third heat. This heat was well and closely contested, Whittemore's four only beating McLaren's by a length.

Sixth heat, winners of fourth heat, winners of fifth heat.

This was the last and deciding heat of the day and consequently more interest centered in it than in any of the preceding. Each crew had already rowed over the course twice, and they started for the third time with determination stamped upon their brows. But Whittemore's four lacked the staying power of McLaren's and they gave out, McLaren's winning easily, being loudly cheered as they rowed into the club house.

#### THE STEAMER ROSEDALE.

Among the freight steamers upon the lakes is the well-known vessel *Rosedale*, built in Sunderland, England, in 1888, by the Sunderland Shipbuilding Co., her owners being John H. G. Hagarty, Capt. Saml. Cragle and that well-known wharfinger, Mr. W. A. Geddes, of Toronto.

She was the first vessel to take a cargo through from Montreal to Chicago without trans-shipment. Her length was 180 feet, her width 35 feet and the very great depth of 24 ft, while her carrying capacity was 43,000 bushels. She was lengthened in 1891, an addition of 73 feet being made to her. She is now able to carry no less than 60,000 bushels and is employed in the grain trade between Duluth and Kingston, Capt. James Ewart being her master.

In 1889 the line between Montreal, Toronto and Chicago consisted of the *Cuba* alternating with the steamers *Alma Munro*

and *Acadia*. They left the canal wharf, Montreal, every Tuesday at 10 a.m., calling en route to Chicago at Kingston, Toronto, Cleveland, and Detroit.

The steamer *Ocean*, running from Montreal to Hamilton, has been fully described in another portion of the Marine History; throughout the season of 1893 she carried great numbers of excursionists to the World's Fair, Chicago, from the Lower Province to Hamilton, where they completed their journey by rail.

Running from Collingwood, calling at Owen Sound from the Sault Ste. Marie, are in 1893 the steamers *Atlantic*, *Baltic*, *Pacific* and *Northern Belle*. The latter has been many years on this route. The former are all comparatively new vessels.

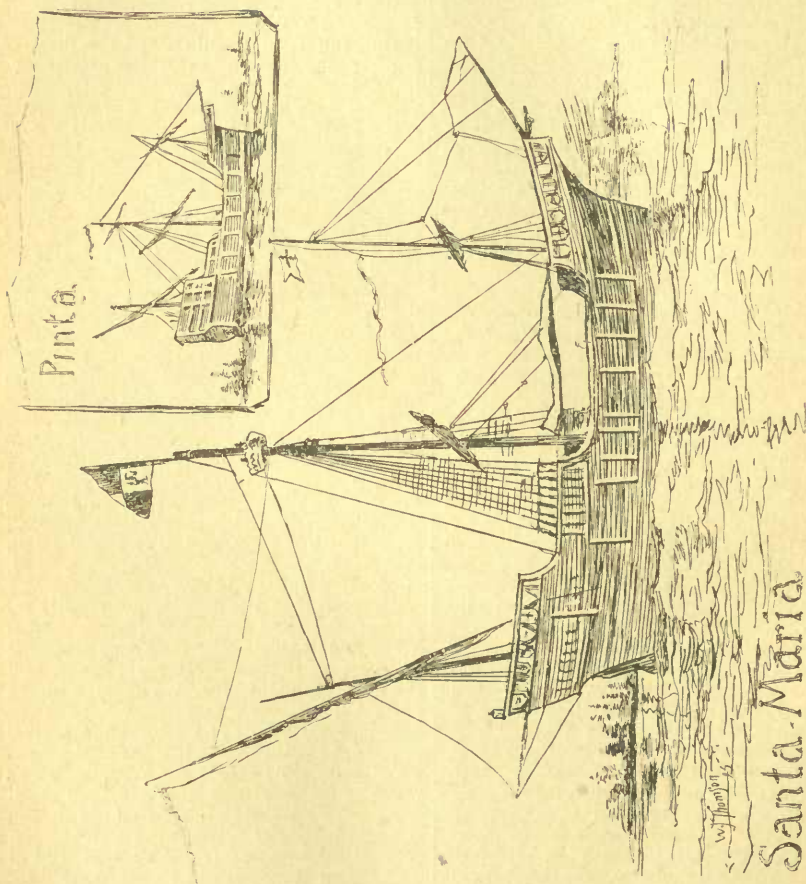
Among other able men connected with the steamers was Andrew Heron, who was born in a log cabin on Duke street, on St. Andrew's Day, 1800. His early years were spent in the old town of Niagara, where he heard the roar of the guns the day that Brock fell at Queenston Heights. He followed the remains of the General to a tomb in the bastion of Fort George. The night the Americans attacked and burned Newark he was roused from his slumbers and had to flee to the woods. At the close of the war of 1812 he returned to his father's residence, near Hogg's Hollow, where he continued to reside for many years. In the rebellion of 1837 he carried a musket as a loyalist, and saw Lount and Matthews taken in irons to the jail. After the rebellion he became an active business man, and was a pioneer in the steamboat business on the great lakes. He died April 21st, 1888.

Among other notabilities who still survive are Captains James Dick, Thomas Harbottle and Sinclair. These all commanded steamers more than forty years since, and the latter remains in active service to the present time (1893).

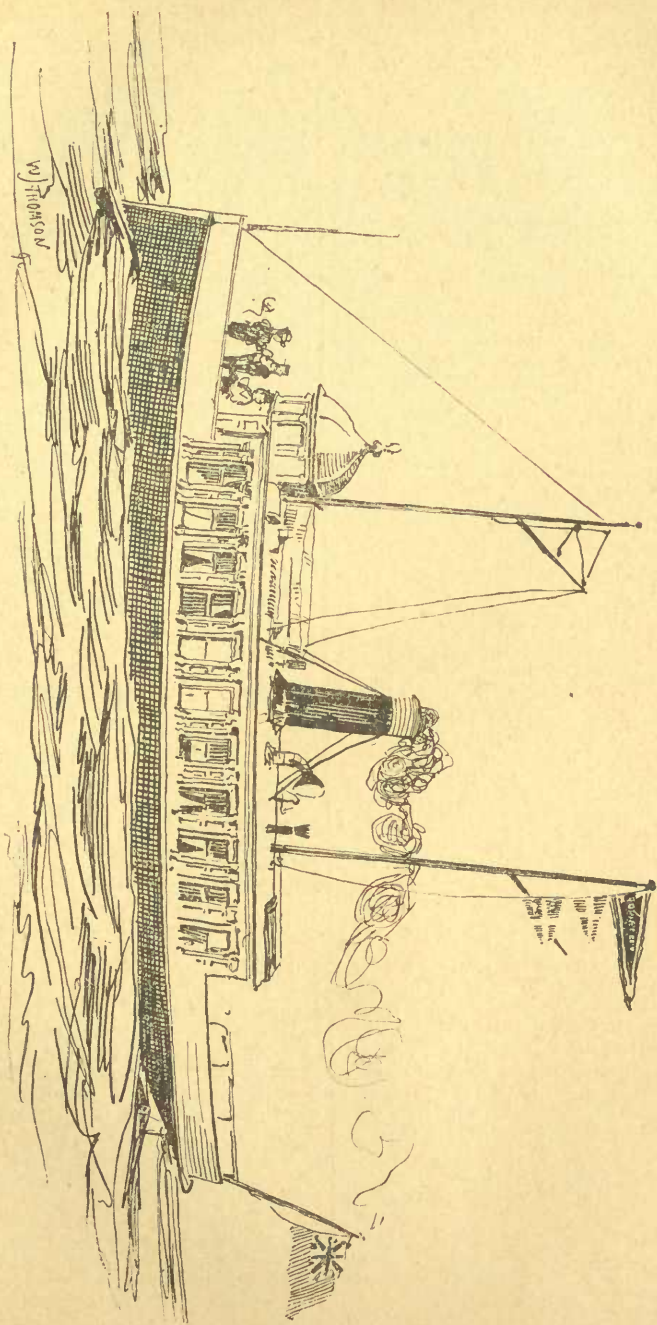
Among the events of 1893 was the arrival in Toronto harbor early in June of the Spanish Caravels en route to the World's Fair at Chicago. These vessels were supposed to represent, and probably fairly well did so, the ships with which Christopher Columbus discovered the new world. They remained in Toronto for three days and were visited by great numbers of visitors.

In concluding this portion of the history of the Canadian Marine hearty acknowledgement of the assistance received by the loan of books, documents, etc., and in the giving of oral information, is tendered to Mr. R. Tinning, Mr. James Herson, Mr. W. A. Geddes and Mr. F. Armstrong, of Toronto. Also to Mr. A. Milloy, of Montreal, and to Mr. W. Hel-





THE SPANISH CARAVALS.



THE ROSAMOND.



well, of Highland Creek. It is possible that things which some of our readers may deem important have been omitted, but if this is so it has been by accident and not by design.

### CHAPTER CCLIII.

#### LORNE AND VICTORIA PARKS.

##### The Various Steamers on the Routes—Their Respective Commanders—1887-1893.

On the lake route from Toronto to Lorne Park, began to ply in 1888 the steamer *Greyhound*. She is a double decked screw steamer of 219 tons burthen, and was built at Hamilton in 1887 by Melancthon Simpson. Her length is 133 feet, her width 21 feet and her depth of hold 10 feet 6 inches. Her engine was supplied by Messrs. Beckett & Co., of Hamilton.

This vessel ever since her construction has been on the Lorne and Griesby Park routes, principally the former. For one season or rather a portion of it she was on the latter.

Her command for some little time was entrusted to the late Captain Donaldson. He was succeeded by her present popular master, Captain William Boyce. She is registered to carry 478 passengers. She is the property of Mr. Gooderham, of Wellington street, Toronto, and for the season of 1893 was chartered by the Lorne Park Navigation Company.

On the Victoria Park route the steamer *Chicoutimi*, built in 1882, began to ply in 1887. Her first commanding officer was Captain Parkinson, now of the Carmona. Since he left she has for the past three years been under charge of Captain Thomas Jennings. Before coming to Toronto the *Chicoutimi* plied on Lake Huron.

The second steamer running from Toronto to Victoria Park is the *J. W. Steinhoff*. She was built in 1876 at Chatham, and ran on the upper lakes until she was to a great extent destroyed by fire in 1881. She was then rebuilt and again resumed her journeys on the same waters until 1889, when she was brought to Toronto. For the season of 1890 she ran from that city to Victoria Park. In 1891, to use a technical expression, she "ran wild," that is, took trips here, there and everywhere, having no settled route, and in 1892 and also in 1893 has again been running from Toronto to Victoria Park.

She is the property of Alderman Thomas Davies, of Toronto, and is ably commanded by Captain Murchison. When she first came to Toronto she was under Captain Zeeland, now of the Hamilton line. As an excursion steamer she has always been in great request.

### CHAPTER CCLIV.

#### TORONTO FERRY CO.—1890-93.

##### Its Rise and Progress—Its Various Vessels—Quiet Usefulness.

The Toronto Ferry Company was registered as a joint stock company on February 27th, 1890, the object in view being the conveyance to and from the Toronto Island of its summer residents and daily visitors.

In 1890 the company purchased the steamers, hitherto on the same route, owned by the Doty Ferry Company, and two years later they also bought up the vessels belonging to the Island Park Ferry Company.

Their present fleet of vessels is twelve in number. Eleven of these belong to the company, and the twelfth, the *John Hanlan*, is chartered by them for their service.

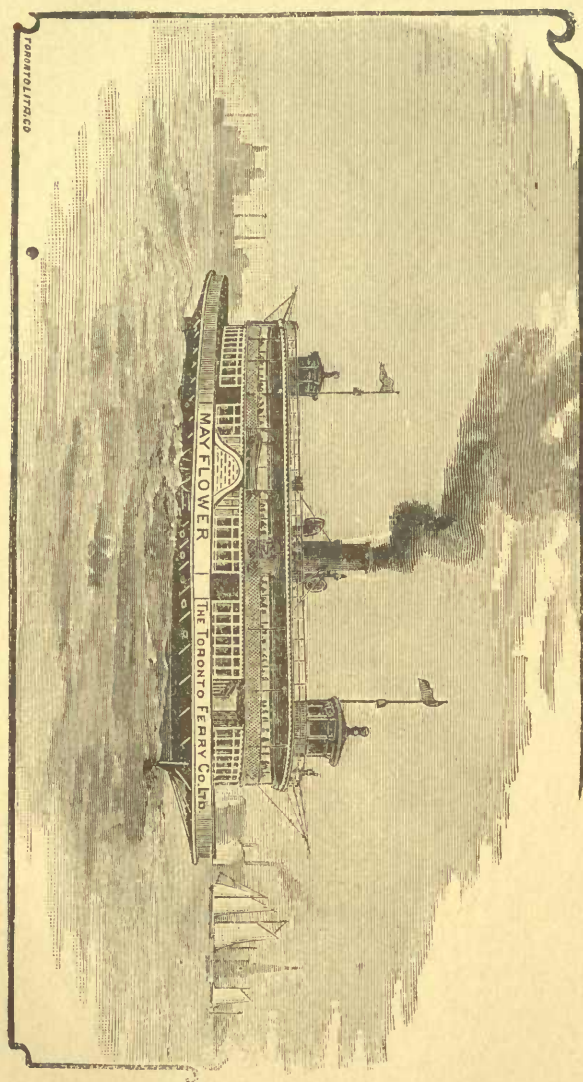
Of the steamers belonging to the company none are of great age, the oldest of them having been built as recently as 1876. Their names are the *Jessie L. McEdwards*, *Arlington*, *Luella*, *Canadian*, *Sadie*, *Kathleen*, *Gertrude*, *Mascotte*, *Island Queen*, *Mayflower* and *Primrose*.

The various routes pursued by these vessels are: From Yonge street wharf to Hanlan's Point and Island Park; from Brock street wharf to the same places, and also from the wharves at Dufferin and George streets. The service is practically continuous from 7 a.m. to 11 p.m. every day throughout the season, which extends from April to October inclusive, and there is a limited service on Sundays.

The *Jessie L. McEdwards* is a one-deck screw steamer, built in 1876, at St. Catharines, by Melancthon Simpson, of the same place. Her length is 65 feet, and her breadth is nearly 12 feet 6 inches. She has one high pressure engine of 15 horse power, by Doty, of Toronto; has a tonnage of nearly twenty-one and a half tons and is licensed to carry 116 passengers.

The *Arlington*, also a one-deck screw steamer, was built at Harwood, in the township of Hamilton, Northumberland County, in 1878, and re-built by George Dickson in 1880. Her dimensions are almost the same as those of the *Jessie L. McEdwards*, but her engine is of 25 horse power, and is by William Hamilton, of Peterboro. She is of rather more than 23 tons burthen, and she is licensed for only 100 passengers.

The *Luella* is a somewhat larger vessel than the two former, though her engine by Doty is of only 24 horse power. She is of nearly 38 tons burthen and carries 122 passengers. She is looked upon as the hand-



THE MAYFLOWER.



somest boat on the bay, and is a great favorite with the Island residents. The owners of this little vessel may well be proud of her, for she has a "record" for the numbers of people she has saved from drowning. Some years ago the City Council presented her captain with a set of colours as a public recognition of her services in that respect.

The Canadian, unlike any of the preceding vessels, is a two-decked, double-ended paddle steamer. She was built in 1882 by John Alexander Clindinning, of Toronto. She is 122 feet long and is within a fraction of 19 feet wide. Her one low pressure engine by Inglis & Hunter, of Toronto, is of 130 horse power. Her burthen is 230 tons and she carries 340 passengers.

The Sadie, though carrying a greater number of passengers than the last steamer, namely, 377, is only 112 feet long, but is just over 35 feet wide. She is a double-decked paddle vessel, and was built by James Andrew, of Oakville, in 1885. Her engine, by Doty, of Toronto, is of 50 horse power, and her burthen is 154 tons.

The Kathleen, two-decked screw steamer, built in 1886 by George Dickson, of Toronto, is 84 feet long by 18 feet wide, carries one high pressure engine of 35 horse power by Nagle & Weed, of Buffalo, U. S. A. She takes 200 passengers and is of nearly 110 tons burthen.

The Gertrude, similarly constructed to the last vessel in 1886, by George Clean, at Toronto, is 75 feet in length with a breadth of beam of 16½ feet. Her engine of ——— horse power is by John King, of Oswego. She is of nearly 76 tons capacity and accommodates 147 people.

The Mascotte, single-decked screw steamer, was built in Toronto in 1886, by William E. Redway. She is 70 feet long and very nearly 14 feet in width. Her high pressure engine is of 15 horse power, by the John Doty Engine Company, of Toronto. Her burthen is very nearly 49 tons and her license is for 128 passengers.

The Island Queen, a similar vessel to the Mascotte, was built by Joseph Duval at Port Dalhousie. She is 73 feet in length and as nearly as possible 14 feet wide. Her engine, precisely the same as that of the Mascotte, is by Beckett & Co. of Hamilton. She accommodates 148 passengers, and is of 23½ tons capacity.

The two remaining vessels, namely, the Mayflower and Primrose, are sister ships, and are not only justly prized by their owners, but greatly appreciated by the general public. Their appointments are as nearly as it is possible for them to be perfection and every reasonable convenience is afforded their patrons. Their framework

is of steel, their length just exceeds 140 feet and their breadth 28 feet. They are two-decked, double-bowed paddle steamers, and were built in Toronto in 1890 by the Doty Engine Company. They each possess two diagonal direct acting 29 horse power condensing engines by the same company as built the steamers. Their tonnage is 189.40, and they are permitted to carry 900 excursionists.

Both these steamers are lighted throughout by electricity, and when loaded with pleasure-seekers at night present a gay and unique appearance. They are universally considered the finest ferry steamers to be found between Hudson's Bay and the Gulf of Mexico. One pleasing thing in connection with them is that almost daily throughout the season hundreds of the inmates of the charitable institutions of the city are provided with free excursions upon them by their proprietors.

The John Hanlan, chartered by the Ferry Company, is a screw steamer, built by Abbey, of Port Dalhousie, in 1844, and has a burthen of but 53 tons. She is very popular with the younger generation.

The president of the Toronto Ferry Company in 1893 is Mr. E. B. Osler, with Mr. William Hendrie, who is well known in the shipping world, as vice-president. Mr. W. A. Esson is manager, whilst Mr. R. A. Smith is secretary and treasurer.

The company's office and Board room is at 18 King street west, Toronto. There is no better evidence of how well they do what they undertake to do than the fact that no one ever hears anything about them or their affairs.

## CHAPTER CCLV.

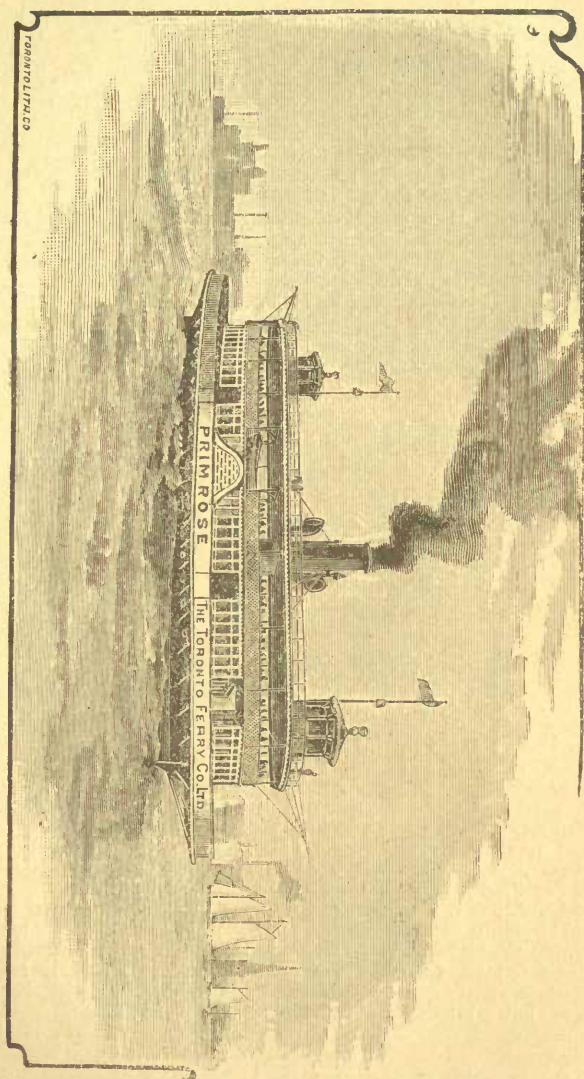
### ROYAL CANADIAN YACHT CLUB.

*Its Rise and Progress and History From 1850 to 1893.*

The society from which the present Royal Canadian Yacht Club has sprung was at first a boat club founded in 1850. Little, if anything, was done during that season or in the next, but in 1852 this society published its rules and regulations, and changed the name from Boat Club to that of the Toronto Yacht Club.

Prominent among these were Messrs. William Armstrong, C.E., John Arnold, Charles Heath, Thomas Shortiss, S. B. Harman (late City Treasurer); since deceased, Dr. Hodder, Major Magrath, and Capt. Fellows.

The first meetings of the original promoters of the club were held in the office of Captain Fellows, commission merchant, on

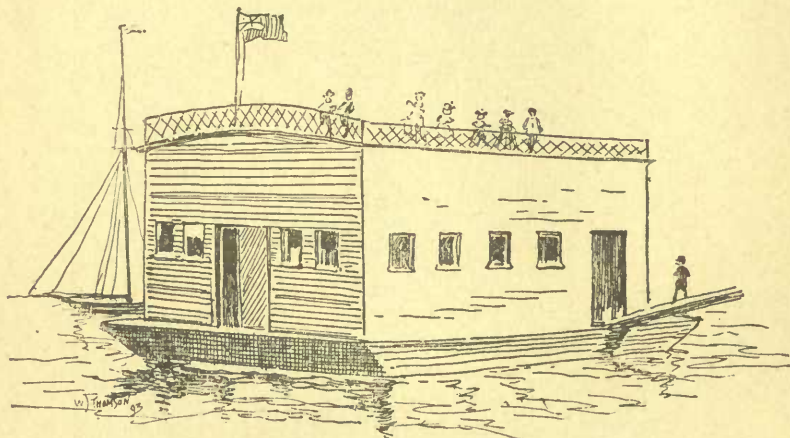


THE PRIMROSE.



Melinda street. There, seated on flour barrels, the club scheme was projected and was further matured at later conclaves held in a room over John Steel's saloon, which stood nearly opposite the present Academy of Music on King street. The first building used by the club was owned by Messrs. Gzowski and Macpherson and stood where the Union Station now stands. The first club house proper was erected on a scow and was moored just west of what was known as Rees' wharf. This house was occupied by the club until 1858 when it was found so seriously damaged by muskrats and heavy weather that it had to be abandoned. The club then purchased the wrecking steamer Provincial, which was fitted up as a club house and moored between Tinning's and Rees' wharves, opposite the Union Station. This was found to be a

when a social union was effected with the Toronto Club, the R.C.Y.C. still retaining their water club house and their individuality as yachtsmen. In 1880, finding that they were being crowded out of an anchorage for their yachts, the club sold their water premises to the Grand Trunk and having obtained a suitable site on the Island erected their present club house. A city landing and boat house were secured at the foot of Lorne street and the steam yacht Esperanza was purchased to convey the members of the club to and fro. In 1889 the Royal Canadian Yacht Club and the Toronto Yacht Club (the latter of which had been in existence since 1880), effected an amalgamation. The Lorne street landing was disposed of and the new organization retained the club house of the Toronto club as their town headquarters and landing place.



FIRST CLUB HOUSE.

very unsatisfactory resting-place, however, as the vessel frequently contrived to get adrift. "Often," said Mr. William Armstrong, who has kindly furnished sketches of these two floating habitations, "was I called up in the middle of the night with the information that she had broken loose, and then I had to go down and put in the rest of the night getting her fast again. This ship was occupied until 1869, when the club acquired a water lot west of Rees' wharf where they erected a commodious club house and substantial wharf. During the autumn of 1873 the club engaged for use during the winter months the premises now known as Club Chambers. In 1874 the property on King street adjoining the old Montreal House was purchased as a town club house. Here they remained till 1877

In 1854 the members of this club petitioned Her Majesty the Queen that they might be allowed to assume the title of Royal Toronto Yacht Club.

At the time this petition was presented it was not only thought to be presumptuous, but was greatly ridiculed by many, and prophesies were freely indulged in that Her Majesty would withhold her consent. It was not so, though, for early in August the following letter was received by the secretary of the club:—

GOVERNMENT HOUSE, Quebec, August 4, 1854.  
SIR,—I am commanded by the Governor-General to inform you that His Excellency has received a despatch from Her Majesty's Secretary of State for the Colonies stating that he has laid before the Queen the petition of the members of the Canadian Yacht Club, praying that Her Majesty would be pleased to permit them to assume the style of "Royal," and that

Her Majesty was graciously pleased to comply with their prayer.

I have the honor to be, Sir,  
Your most obedient servant.  
(Signed) AUG. T. HAMILTON.  
Military Secretary.

John Ettrick, Esq.,  
Secretary C. Y. C.,  
Toronto, C. W.

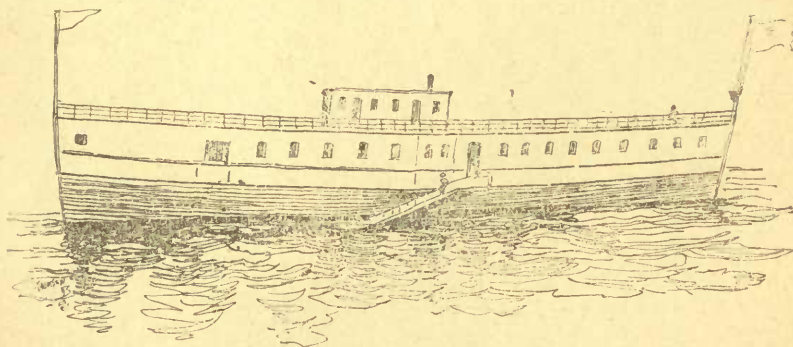
The next two or three years passed quietly by in the Club's history, nothing occurring to disturb the members in "the even tenor of their way."

During the season of 1858 what is described as "a grand yacht race" took place in Toronto harbor on Saturday, July 10th. The competing vessels were the Canada, Prima Donna, Rivet, Sea Gull and Wave. The last-named started with the others, but returned almost at once, strong weather having set in. Only one yacht went over the course, the heavy weather having prevented buoys being laid off Mimico Point. Owing to this cause the result was disputed. The prize was a cup valued at £20 currency, or \$80.

twenty-four seconds less than the Wave, which came in second.

There were other races on the Saturday for yachts and open boats. That for the former class of vessels was again won by the Coral, more than twenty minutes ahead of all competitors. The prize was \$150. In the open boat race for \$50 the Flirt won, one minute and nine seconds ahead of her competitors, the Peerless, Saginaw and Lucknow.

In 1859, on July 30th, two cups given by the commodore of the club were contended for on a course round a buoy at the far end of Toronto harbor, then outside the Island, doubling the harbor buoys wharf, rounding a buoy outside Clindinning's in the lake, and home to the moorings, sailing i side the buoys at the Queen's wharf. The competing yachts were the Prima Donna, S. Munro; the Wanderer, C. E. Romain; the Canada, S. Sherwood; and Water Lily, Captain Durie. These were for the first cup. For



STEAMER PROVINCIAL.

A second regatta took place at Toronto on Friday and Saturday, October 1st and 2nd. Two prizes were offered, the first of \$240, to be competed for by first-class yachts; the other of \$60 for vessels of inferior capacity. There were five entries for the first prize, namely, the Wanderer, the Coral, an American yacht, owned by Mr. J. Oades, of French Creek, New York; the Belle, of Kingston, the property of O. L. Gildersleeve; the Sea Gull, of Hamilton; and the Canada, like the Wanderer, a Toronto vessel. For the second race there were five entries also, namely, the Fairy, Floda, Cygnet, Wave and Prima Donna.

The first race was won by the Coral, she beating all competitors by three minutes and seventeen seconds. The second was carried off by the Prima Donna, her time being one hour, fifty-four minutes and twenty seconds, that being eight minutes and

the second the yachts entered were the Storm Queen, Chas Grasett; Wave, T. J. Robertson; Saginaw, Messrs. Cambie; and the Crinoline, J. Boulton. The Wanderer and Wave were the winning yachts respectively. It is satisfactory to learn that "at the close the members of the club dined together." It is to be hoped that the evening's amusement bore the morning's reflection.

The club made no very great progress nor did anything very remarkable for the next few years. They held regattas with more or less regularity and kept themselves together, but did not achieve any great popularity or create any intense sensation.

In 1860 though the club showed that it was not remarkably active, it was anything but moribund. That was the year in which H. R. H., the Prince of Wales, paid his memorable visit to Canada. Of those who



welcomed him on that occasion, there are not many remaining. It is more than a generation since, and while many have sought "fresh fields and pastures new," yet more have joined the ranks of the great and mute majority. A Toronto writer speaking of this period, very aptly remarks that

"When one comes to think of it, this was a somewhat momentous period in the world's history. The Franco-Austrian war had just

fire was being kindled which, with the election of Lincoln in November, burst into a blaze, which nearly consumed the heart of a great people. These were truly stirring times.

The Prince arrived in Toronto by the steamer City of Kingston, of the Canadian Navigation Company's line, now known as the Richelieu & Ontario Navigation Company, on September 7th, and was most



THE ORIOLE.

terminated with the battles of Magenta and Solferino, and Garibaldi, heading the Sicilian revolt, had commenced that victorious march which brought about the birth of a new nation—Italia Una. The Chinese war was at its height, and the combined fleets of France and England lay in the Pehtang, while the troops roused the mandarins of Peking, and came back with an indemnity of 8,000,000 taels. In the United States that

heartily and enthusiastically welcomed by the entire populace.

A regatta was arranged to take place on September 11th, and it was intended that the Prince should attend it, coming there from the railway station on his return from Collingwood, where he had been for a short visit.

He duly arrived and was received in a vast amphitheatre which had in its centre

the royal pavilion with an elevated platform at the back for the more prominent of the Prince's entertainers.

The commodore of the club, Lieutenant Colonel Durie, the sometime commanding officer of the Queen's Own Rifles, as soon as the Prince was seated presented him with an address on behalf of the club, to which H. R. H. briefly replied.

On occasions such as these all royal addresses are of the same character and the replies made by their recipients are of the same stereotyped nature, so it is unnecessary to re-produce either the one or the other.

The following is an excerpt from "a chapter from the log-book of the yacht Oriole":—

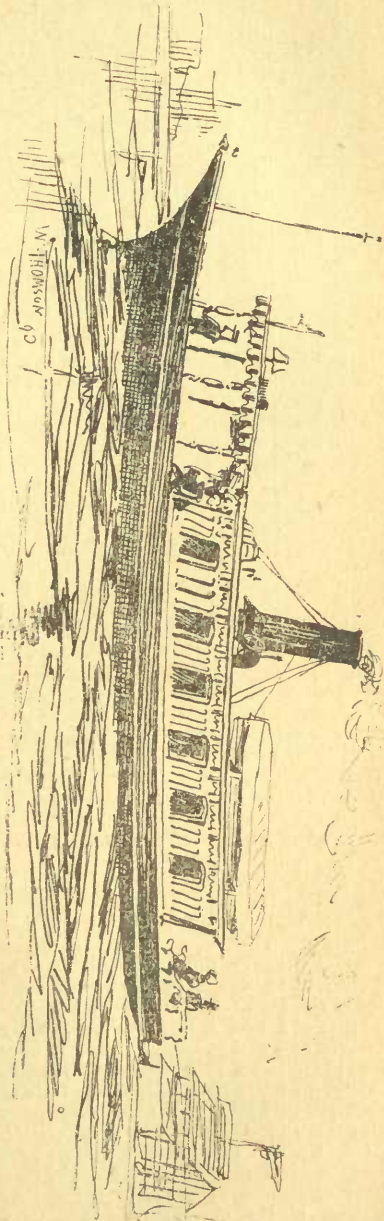
"There was, unfortunately, some delay, and in the meantime the rain came down, so that the Prince was compelled to seek shelter, which, however, he soon abandoned, saying, 'I must see the start.'"

"While at the end of the wharf an incident occurred which was often afterwards recalled with a laugh. A kindly individual bustled up to His Royal Highness, saying, 'Take my umbrella, sir, at the same time presenting a shabby but prodigious gingham. The Prince laughingly declined the offer, and took shelter on the railway platform."

"The fleet, with wet sails flapping in the strong wind, presented a very stirring picture. A heavy sea from the south-west came tumbling through between the then distant island and the mainland, and the larger boats strained and tugged at their moorings like dogs at the leash, while the foam flecked waves broke over their bows, drenching their crews, who in their oilies looked the reverse of amateurs."

"What a flood of memories the old names recall! The old Rivet still serviceable, was then in her youth and was sailed by E. and S. Blake. The Canada, 25 tons, the largest though not the fastest of the fleet, was then the property of Alderman Sherwood. The Sea Gull, sailed by J. H. Maingay, of Hamilton, and the Arrow, by Mr. Wallace, of Cobourg, were about the size of the Rivet—17 tons—while Commodore Durie's Water Lily and J. T. Robertson's Dar were two or three tons smaller."

"Of the second class—10 tons and under—there were: Prim: Donna, J. Hamilton, Toronto; Expert, Mr. Delany, Cobourg; Glance, G. Oliver, Cobourg, and Phantom, J. H. Perry, Whitby. These yachts were all of about 10 tons burthen, while the smaller of three or four tons, sailing in the same class were Surge, J. Metcalf, Hamilton; Mariner, Mr. Stinson, Hamilton, and Fairy, T. Bigby, of Toronto."



R. C. Y. C. LAUNCH.



"The race was to Mimico, and necessitated a long beat against a heavy sea. Only a few managed to get over the course, and all suffered more or less. Canada ran aground; Water Lily and Dart lost bob and forestays, and Prima Donna carried away her peak halyard, so of the first class only two went over the course, Rivet being about 15 minutes ahead of Arrow. Glance won in the second class."

The Prince, owing to his many engagements, was able to do no more than witness the start.

At a meeting held on March 4th, 1861, in the club house, which was in the hull of the steamer Provincial, moored to the Esplanade, opposite where the Union Station now stands, Mr. Secretary Armstrong read a letter from Mr. William Cooper, yachting editor of *Bell's Life*, better known under the nom de plume of "Vanderdecken," who had previously been in correspondence with the club, as to the propriety of asking the Prince of Wales to give a cup in commemoration of his visit to Toronto. The matter was taken up and a committee appointed to petition his Royal Highness, and this was in due form sent through the authorized channel.

About six months afterwards a reply was received from Gen. Bruce—who was related to the Earl of Elgin, and much interested in Canada—to the effect that the Prince had pleasure in complying with the request, and a cup would, in due time, be forwarded. This was, of course, a source of much jubilation and though the valuable present was not received until 1863, provision was at once made for its free entry through the customs, and rules were made as to its custody. In recognition of the valuable services of "Vanderdecken" he was elected an honorary member of the club.

The *Daily News*, of London, England, published August 17th, 1861, thus speaks of the Prince of Wales' Cup, presented to the club:—"The challenge cup presented by His Royal Highness the Prince of Wales to this club is about one of the handsomest things of the kind that has yet been made. It consists of a vase in frosted silver, partly burnished, and will be competed for in September next. Two principal medallions in low relief illustrate an incident in the life of Columbus, in which the great discoverer quells his mutinous sailors, and the cession of a tract of land (afterwards called Pennsylvania) to William Penn. Two graceful female figures form the handles; the cover of the cup is surmounted by a figure of Britannia. The base is of ebony bearing two shields engraved with the badge of the Prince and the inscription.

The manufacturers are Messrs Hunt and Roskell, of 156 New Bond street, silversmiths to the Queen and royal family."

The first race in 1861 was spoken of by the Toronto papers of the time as not being a very spirited affair, in consequence of the very light wind that prevailed during the day.

Seven yachts started from where they were moored opposite the Club House. Eight had been entered, but one, the Phantom, of Whitby, failed to put in an appearance. These were the names of the competing yachts: The Wide Awake, Dart, Rivet, Irene, Arrow, Cygnet and Water Lily.

The race was won by the Wide Awake, a small boat of four tons burthen, built on the Genesee river and owned by Mr. J. Elliott of Cobourg. The following concise description of the day's proceedings from the Toronto Weekly *Leader* of September 13th, 1861, leaves one under the impression that on this occasion at any rate "the place to spend a happy day" was not in Toronto witnessing the R. C. Y. C. regatta. "There was nothing worthy of notice in the sailing of the yachts; the wind gave no opportunity for displaying those nice points of seamanship connected with a well-contested race, and the whole affair passed off very tamely."

In 1862 the race took place on September 8th from Toronto for the Prince of Wales' cup. It had been arranged previously that the course should extend from Toronto to Port Dalhousie and back, a total distance of about seventy miles, thus affording a good opportunity of developing the sailing powers of the crafts entered. These were seven, namely, the Gorilla, the property of Mr. Standley, of Cobourg; Rivet, Captain Elmsley, Toronto; Breeze, Dr. Hodler, Toronto; Glance, Mr. G. Hawke, Toronto; Wide Awake, Mr. Elliott, Cobourg, and the Arrow, Mr. Wallace, Cobourg. The cup was won by the Gorilla, her time being 6 hours, 46 minutes 25 seconds. The Rivet followed her in thirty minutes, and the Breeze, though third, was more than two hours behind. This was the second year a Cobourg yacht had carried off this cup, the Wide Awake, of the same place, having secured the trophy in 1861.

In the years '63 and '64 Mr. R. Standley's yacht, the Gorilla, proved the winner; in 1865 there was no race, and in 1866 and '67 Mr. E. Beakes' Ripper was the conquering vessel.

In 1868 the Geraldine, E. M. Hodder, was successful, and in 1869 the Mosquito, owned by Mr. E. M. Copeland, came in winner.

Since 1854 the club had steadily increased in the number of its members and its vessels, and in 1869 and 1870 built a large and

commodious club house, nearly opposite the Parliament buildings, on Front st., Toronto.

The officers for 1870-71 were as follows—  
Commodore—Dr. E. M. Hodder; Vice-

Committee of Management—Messrs. G. M. Hawke, B. Harman and D. M. Defoe; of Sailing—Messrs. Wm. Armstrong, H. L. Hime and S. F. Holcomb; of Finance—



THE ZELMA.

Commodore—Mr. B. R. Clarkson; Captain—Mr. J. N. G. Haggarty; Secretary—Mr. A. R. Bower; Treasurer—Mr. Wm. Hope; Messrs. John Macnab and James E. Robertson. Auditor—Mr. C. Heath. The officers for the year were ex-officio members for all



committees The life members were Messrs. Robert Denison, F. S. Holcomb, Thomas Shortis, G. M. Hawke, F. H. Eccles, H. L. Hime, E. G. Leigh, B. R. Clarkson and H. G. A. Allen, and the honorary members Messrs. Dr. Rae, Capt. Stupart, R.N.; Wm. Cooper, of London; J. Etrick and Wm. Armstrong. The patrons of the club were H. R. H. the Prince of Wales, his Excellency the Governor-General, his Honor the Lieutenant-Governor of Ontario and Viscount Bury.

## LIST OF YACHTS.

The following is a list of the yachts, with their owners and tonnage:—

	Tons.
Geraldine.....schr.... E. M. Hodder....	28
Glance.....cutter.... B. R. Clarkson....	11
Kestrel.....schr.... J. H. G. Hagarty....	15
Rivet.....cutter.... R. Elmsley.....	16
Mystic.....schr.... H. Wall, N. Y....	46½
Wide-a-wake.....sloop.... B. R. Clarkson....	7½
Mona.....cutter.... A. R. Allan....	15
Ida.....cutter.... Geo. Eadie....	15
Fawn.....cutter.... S. Hodder, Eng....	28
Stella.....cutter.... H. Moffat....	6
Merlin.....schr.... J. S. Dugmore....	28
Gorilla.....sloop.... Capt. Gifford....	28
Petrel.....sloop.... J. E. Turnbull....	6
Donna del Lago.....sloop.... F. W. Barron....	6
Zephyr.....dandy.... Sir H. Parker....	6
Mosquito.....sloop.... E. M. Copeland....	12
Vanguard.....sloop.... Capt. Du. more....	22
Rapid.....sloop.... R. Courneen....	6
Annis.....sloop.... Col. Shaw....	4
Nooya.....—Molson....	

For the race of 1870 the following yachts started, namely, Gorilla, Ida, Geraldine, Kestrel, Glance and Stella. The Gorilla came in first, followed closely by the Ida, but, according to the rules of the R. C. Y. C., the Ida being a smaller vessel than the Gorilla, should be allowed 9½ minutes' time, so that she really won the race.

In 1871 the race was abortive, though several yachts started.

In 1872 Captain Gifford's yacht the Gorilla, of Cobourg, was again afloat, having been completely rebuilt and presented a remarkably neat appearance. The schooner yacht Geraldine was disposed of in 1872 to Mr. C. H. Sampson, who entirely refitted her.

A correspondent of the *Globe* writing from St. Catharines under date June 28, 1872, makes some very severe strictures on the R. C. Y. C. After giving many cases of neglect on the part of the club's officers he goes on to say, "I was informed that the Commodore wanted to sell his yacht, and the only officer owning a yacht besides him was Captain Gifford of Cobourg." After a few more caustic criticisms on the club and all connected therewith he brings his letter to an end thus, "The present officers had better resign and give way for better men.

\*\*\* The Royal Canadian Yacht Club is a disgrace and a shame to the name of yacht club. This is hard language I know but I only speak the truth and it is high time it was spoken."

This hard hitting epistle was published in the Toronto *Globe* July 1, 1872.

Since 173 the race has been won by Mr. W. C. Campbell's Oriole twice, by Mr. J. Leys' yacht of the same name three times. Between the victories though of the former and the latter Oriole, in 1876 Mr. G. H. Wyatt with his yacht Brunette carried off the prize.

In 1880 Mr. A. R. Boswell was successful with the Madcap; it must be confessed it is hard to connect Mr. Boswell with any "madcap" enterprise, though in this case it was so, and "facts are stubborn things."

In 1881 there was no race, and in 1882 Mr. McGaw with his lovely little craft the Cygnet came in winner.

Then for the next ten years came the remarkable series of Gooderham victories, Mr. W. G. Gooderham with the Aileen winning the race for three successive years.

Then from 1886 until 1890, both years inclusive Mr. G. Gooderham with the Oriole—the yacht in which all Torontonians take an interest—was the victor.

In 1891 the Vreda, Mr. A. R. Boswell's new yacht, won the cup only to have it wrested from her in the year 1892 by the Oriole, this being the sixth victory for the latter.

In 1893 Mr. Norman Dick's yacht the Zelma, won the race after a very spirited contest.

The Zelma was designed by Fife and built by Stanton of Picton, the same builder who turned out the well known yachts Irene and Kelpie. Her length overall slightly exceeds fifty-five feet, with a width of ten feet seven inches, and a draught of eight feet eight inches. When she was launched it was said of her that "every detail of her construction gave evidence of careful supervision and honest workmanship, and it is doubtful if she could have been better put together even on the Clyde."

During the season of 1893 the Zelma started in every race for which she was eligible and finished with an unbroken record of first places, notwithstanding that in many cases she had to compete with boats of double her own tonnage.

In addition to association and club prizes she won in 1893 the Queen's cup at Hamilton, the Lansdowne at Toronto, and the Prince of Wales' cup also.

A list of the winners of the cup is given since its institution.

## List of Races for the Prince of Wales' Cup.

D'te.	Winner.	Owner.	Course.
1861.	Wide Awake.	C. Elliott....	Mimico, etc., and return.
1862.	Gorilla .....	R. Standley.	Pt. Dalhousie and return.
1863.	Gorilla .....		Pt. Dalhousie and return.
1864.	Gorilla .....		Pt. Dalhousie and return.
1865.	No race	E. Blake ....	Pt. Credit and return.
1866.	Ripple .....		
1867.	Ripple .....	E. M. Hodder.	Pt. Dalhousie and return.
1868.	Geraldine. ....		
1869.	Mosquito .....	E. M. Cope-	Mimico, Scar-
1870.	.....	land .....	boro', etc.
1871.	Abortive race.	C. Clifford..	Niagara.
1872.	Gorilla..		Niagara, and
1873.	Lady Standley	B. K. Clark-	return.
1874.	Oriole .....	son .....	Niagara.
1875.	Oriole .....	W. G. Camp-	Niagara.
1876.	Brunette .....		
1877.	Oriole .....	J. Leys, et al.	Mimico, lake buoy, Victoria park.
1878.	Oriole .....		Lighth'se, lake buoy, Victoria park.
1879.	Oriole .....		Lighth'se, lake buoy, Victoria park.
1880.	Madcap .....	A. R. Bos-	Pt. Credit, Vic-
1881.	No entries.	well, et al..	toria park.
1882.	Cygnets .....	T. McGaw..	Mimico, lake buoy, Victoria Park.
1883.	Aileen .....		
1884.	Aileen .....	W. G. Gooder-	Mimico, lake buoy, Victoria Park.
1885.	Aileen .....		
1886.	Oriole .....	G. Gooder-	Mimico, lake buoy, Victoria Park.
1887.	Oriole .....		
1888.	Oriole .....		
1889.	Oriole .....	ham .....	Exhibition, lake buoy, Victoria Park.
1890.	Oriole .....		
1891.	Vreda .....	A. R. Bos-	Exhibition, lake buoy, Victoria Park.
1892.	Oriole .....		
1893.	Zelma .....	N. B. Dick..	Do.

Of other matters in connection with the club may be mentioned the sailing match of 1875, which on a 32 mile course six yachts competed. The course was through the eastern gap to Mimico and back. During the race Colonel Shaw and Captain Lee, who were on board the Ina, were swept overboard, the yacht Dauntless went out of her course to assist them, succeeding happily in her efforts. The race was won by the Cuthbert, but the result was protested on the ground that the Dauntless had the privilege of deviating from her course where life was concerned.

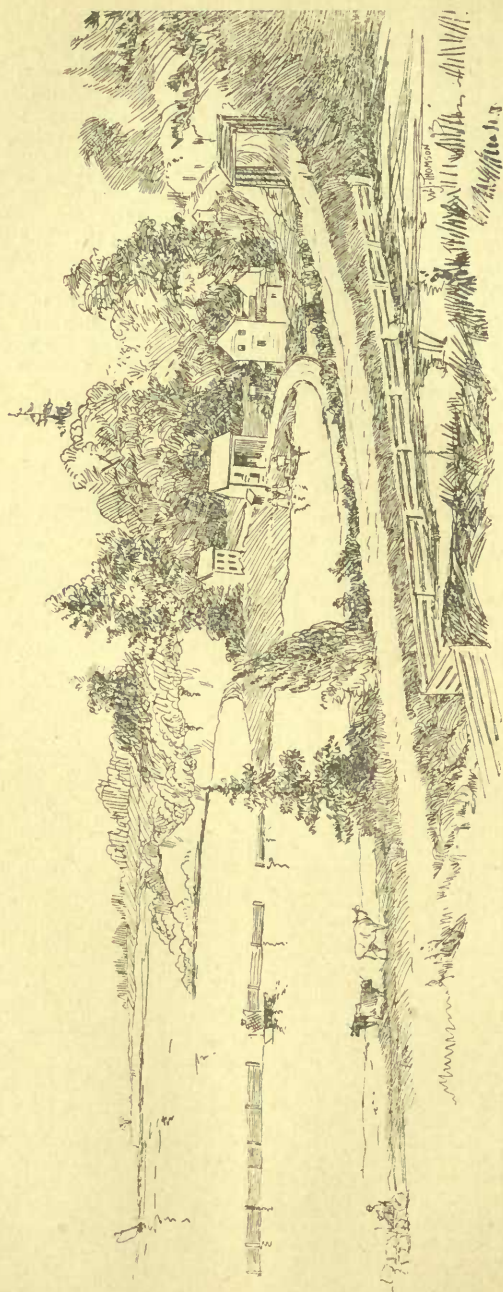
The prizes in this match consisted of the "Champion" flag and \$200 for the first place and \$75 for the second arrival.

In 1893 the following vessels comprised

## THE CLUB FLEET.

NAME OF YACHT.	RIG.	COR. LENGTH.
<i>First Class.</i>		
Aggie .....	Cutter .....	40.61
Aileen .....	Cutter .....	56.90
Condor .....	Cutter .....	42.07
Cricket .....	Cutter .....	34.36
Dinah .....	Cutter .....	37.66
Iolanthe .....	Sloop .....	37.23
Lady Evelyn .....	Schooner .....	94.05
Laura .....	Sloop .....	36.92
Lenora .....	Yawl .....	.....
Norma .....	Cutter .....	39.17
Oriole .....	Schooner .....	{ 74.75 }
Papoose .....	Cutter .....	{ 63.52 }
Verve .....	Cutter .....	42.37
Vision .....	Cutter .....	44.29
Vreda .....	Sloop .....	35.21
Whistling .....	Cutter .....	47.69
Zelma .....	Cutter .....	40.76
<i>30 Foot Class.</i>		
Cyprus .....	Cutter .....	32.8
Edna .....	Cutter .....	29.75
Vedette .....	Lugger .....	29.91
Wona .....	Cutter .....	27.52
<i>25 Foot Class.</i>		
Ariel .....	Cutter .....	24.46
Brenda .....	Sloop .....	22.96
Edna .....	Sloop .....	21.13
Hilda .....	Sloop .....	22.69
Kelpie .....	Cutter .....	24.98
Enone .....	Sloop .....	24.06
Volante .....	Sloop .....	23.52
Wawa .....	Lugger .....	21.61
<i>21 Foot Class</i>		
Caprice .....	Sloop .....	20.45
Erchless .....	Cutter .....	20.26
Freida .....	Sloop .....	19.40
Gwendoline .....	Lugger .....	17.29
Imogene .....	.....	.....
Irene .....	Sloop .....	19.60
Kathleen .....	Sloop .....	19.19
Lixie .....	Yawl .....	.....
Recruit .....	Lugger .....	18.59
Woos .....	Sloop .....	20.72
Artful Gilliart .....	Yawl .....	.....
Thisledown .....	Lugger .....	.....
<i>Skiff Class—Ageria, Miss Marion, Ole Girl, Ripple, Uneasy, Viola.</i>		
<i>Steam Yachts—Esperanza, Cleopatra, Abeona, Ishkoodah, Alexandra, Florissant, Sonntag, Rosamond, Naiad, Zephyr, Viola.</i>		





THE HUMBER.

The R.C.Y.C. became incorporated on March 4th, 1868, by an Act passed by the Ontario Legislature, and on the following July 10th received an Admiralty warrant to this effect :—

### WARRANT.

*By the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, etc.*

Whereas we deem it expedient that vessels belonging to the Royal Canadian Yacht Club shall be permitted to wear the Blue Ensign of Her Majesty's fleet with a Crown in the fly.

We do by virtue of the power and authority vested in us hereby warrant and authorize the Blue Ensign of Her Majesty's fleet, with a Crown in the fly, to be worn on board the respective vessels belonging to the Royal Canadian Yacht Club accordingly.

Given under our hands and the seal of the office of Admiralty, this tenth day of July, 1878.  
(Signed) A. W. A. HOOD.  
GILFORD.

By command of their Lordships,  
(Signed) THOS. WOLLEY.

The club took possession of their new premises on the Island, opposite Toronto, immediately after the annual meeting on May 14th, 1881. Great satisfaction was expressed by the members at the accommodation provided and at the thorough manner in which the work had been carried out.

### CHAPTER COLV.

#### CANADIAN PACIFIC STEAMERS.

##### **The Collingwood and Lake Superior Line—its Immediate Successor.**

The steamers City of Winnipeg, City of Owen Sound and Frances Smith, have been often mentioned and their route described, as have also the Algoma and the Manitoba. These various steamers formed the line that carried passengers from the provinces of Quebec and Ontario to the interior of the north-west district via Collingwood.

On the completion of the Canadian Pacific railway, that company formed a line of their own consisting of the steamers Algoma, Alberta and Athabasca. The Manitoba had her name changed to the Carmona, and, as is properly detailed in its place, now runs on the route from Toronto to Rochester. The vessels City of Winnipeg, Owen Sound and Frances Smith are now no longer afloat.

Of the Algoma it is unnecessary to say anything. She was first of all called the City of Toronto, forming one of the R. M. line from Toronto to Kingston. She afterwards became the Racine and finally the Algoma.

The Alberta and Athabasca are both screw propelled steel vessels built for the C. P. R. in 1883, by Aiken & Co., of

Glasgow; each of them is of 1,440 tons burthen. They are lighted by electricity and have all the most recent improvements. They began their regular work for the C. P. R. in 1884.

In the middle of November, 1885, the Algoma was wrecked in a fearful storm which swept over Lake Superior, and many lives were lost. The following account was published at the time of the wreck :

"On the night of the disaster the wind, which on board the vessel seemed only a fairly strong breeze, was actually a moderate gale, and was forcing the vessel along at the rate of sixteen instead of fourteen miles an hour. When, as Capt. Moore and his officers supposed, they were some fifteen miles from Isle Royale, Capt. Moore decided to turn his vessel and get out into the open lake. The blinding snowstorm then raging prevented them from seeing how near they were to the fatal spot. The orders were being obeyed and the vessel had nearly come round when suddenly

THE STERN STRUCK ON A ROCK, the steering apparatus was smashed, and the Algoma was helpless and at the mercy of the wind and waves within sixty feet of land. Nothing that human ingenuity could devise could then avail to save the vessel, and the captain and officers, who were all on duty, applied themselves to save the lives of passengers and crew. No boat could live in that sea, and all attempts to get out a life-line were useless. The sea washed over the vessel, and, in fact, soon smashed the small boats to pieces as if they had been eggshells. All this time the Algoma was pounding on the rocks with all the force of a heavy sea, now raising her hull out of the water and then forcing her down as with a steam hammer blow of hundreds of tons' force. In the meantime the passengers had been ordered to gather in the bow of the vessel, and, when the position of things changed, were brought aft, but not without having their numbers much diminished. All who obeyed the captain's orders were saved. A life line was strung along from the main rigging to the stern, and both officers and men did all in their power to save the lives of the passengers. This is proved beyond the possibility of a cavil or doubt by the affidavits of those who were saved.

"It is only necessary to add that the first officer, after Captain Moore was seriously hurt, finally got all those who were still left down from the spar deck to the main deck aft, where they were comparatively safe, till morning broke. Some idea of the terrible nature of the storm which broke upon the vessel in the early morning may be gathered from the fact that the fishermen on Isle



Royale, where those who were saved from the wreck took shelter, had their deep sea nets washed ashore during that night, an occurrence unprecedented in the knowledge or memory of the oldest among them."

The Campana, a propeller of 1,287 tons, built in Glasgow in 1873, took the place of the Algoma for some time, being chartered by the C. P. R. in 1889, though the Polson Company built at Owen Sound a yet larger steamer for the C. P. R. than either of the two just described. She was known as the Manitoba, being the second steamer of that name. She was of steel throughout, of 1,620 tons capacity, fitted with electric lights and the latest improved steam engines, and was valued at a quarter million of dollars.

The C. P. R. has also a steamer at Kingston now, known as the Orion, formerly as the Isaac May. She was built in 1872 by Andrews, of Welland, and re-built in 1891, when her name was changed from Isaac May to the one she now bears. She is a propeller of 490 tons burthen.

The C. P. R. has at Montreal a small tug propeller of 50 tons, known as the Siskivet.

During the last North-west rebellion the Alberta and Athabasca were employed by the Dominion Government as transports for the conveyance of the militia to and from the disturbed districts.

As the steamers of the C. P. R. are the largest vessels afloat on the Canadian lakes, so is it claimed for them that they are also the best appointed. They are at any rate largely patronized by the general public.

#### CHAPTER CCLVII.

#### THE ROCHESTER ROUTE—1889-'93.

##### The Steamship Carmona—Her Previous History—Appropriately Named.

The Carmona is a double-decked side-wheel steamer of 590 tons capacity. Her length is 175 x 45 x 11.6.

She was originally known as the Manitoba, and was built at Thorold in 1871 by Melancthon Simpson, who, like his brother John, was a well-known shipbuilder.

She first formed one of the well-known Beatty Line, running from Sarnia on the Upper Lakes. Afterwards her name was changed to Carmona, and in conjunction with the Cambria formed a local line from Owen Sound to the Sault Ste. Marie in connection with the C. P. R.

In the autumn of 1890 the Carmona was transferred to Toronto and in the following season, that of 1891, she ran to Lorne and Grimsby Parks.

In 1892 and 1893 she ran from Toronto to Rochester daily, making occasional trips

with excursionists to the Thousand Isles. Her commander is Captain William Parkinson. She was previously under Captains Black and La France and her principal engineer is the well-known Frank White.

The boat is famous for the regularity of her journeys and for the attention that is paid by those on board of her to all who travel by her means from Toronto to Rochester.

She is elegantly fitted throughout, lighted with electricity, and the attractions she offers are greatly appreciated by the travelling public.

A few words as to her name will probably be of some interest. Carmona is a town in Spain in the Province of Seville, and was even so far back as the time of the Romans, noted for its beauty, and was, owing to the excellence of its arrangements, a favorite place of residence. Well, as the ancient Carmona was, through its beauties, favored by its patrons so is the steamer of the same name on the Canadian lakes, and for similar reasons.

The offices of this popular steamship are at 9 Front street east, Toronto. She is owned by the Canada Lake Superior Transit Company.

#### CHAPTER CCLVIII.

#### THE OTTAWA STEAMERS 1864-93.

##### Their History—The Earlier Vessels—Well Known and Respected Officials.

The history of the earlier steamers plying on the Ottawa river between Montreal and what is now the capital of the Dominion is very obscure, and it has been found all but impossible to ascertain their names and owners with any degree of accuracy.

In other portions of the history of the Canadian Marine, reference has occasionally been made to steamers known to have run to Ottawa from Kingston and other ports, though until about 1850 the traffic was most inconsiderable.

In 1856 the Ottawa River Mail Steamers ran from Montreal to Ottawa City (Bytown) daily, Sundays excepted. They were the Lady Simpson (Capt. H. W. Shepherd), from Lachine to Carillon, and the Phoenix, from Grenville to Ottawa City. They went through by daylight.

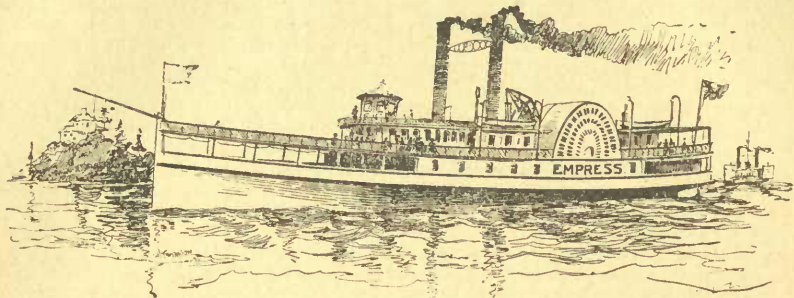
This was spoken of as the cheapest, best and most convenient route. Parties leaving Montreal by the 7 a.m. train (for Lachine), from the depot in Bonaventure street, reached Ottawa City the same evening. The steamers stopped to deliver mails at all the principal places along the river, including Point Aux Anglais, for the accommodation of the inhabitants of the County of Two Mountains.

Return tickets were issued to tourists and pleasure parties on a liberal scale.

Freight for this line had to be delivered at the Bonaventure street depot by 6 p.m., to ensure its regular despatch the following day.

The steamers comprising the Ottawa River Navigation Company's fleet in 1893 are the Empress, Sovereign, Maude, Prince of Wales and Princess.

The first two are passenger vessels, the others are what are called mark t boats and

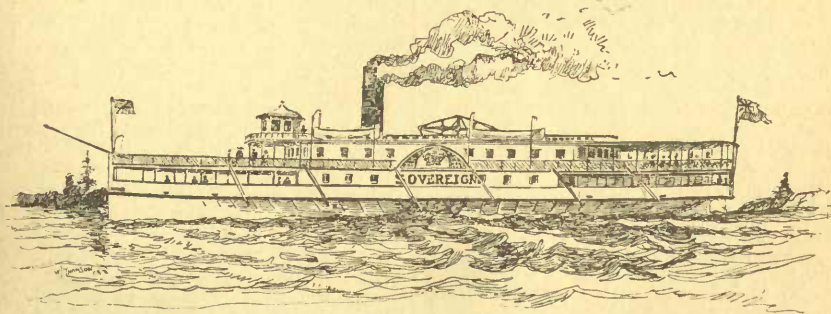


THE STEAMER EMPRESS.

In 1864 the present Ottawa River Navigation Company was incorporated and since then there has been throughout the summer months a service between Montreal and Ottawa which the most exacting person could do nothing but praise.

Previous to 1864 the following steamers formed the line, namely, the Queen Victoria, Prince of Wales, Phoenix, Atlas and Lady Simpson. Of these vessels the Prince of Wales is still upon the river.

are largely patronized by farmers, country dealers, lumbermen and others residing on the route between the two cities, who send what they produce down the river to Montreal, and on the return journey bring with them or have sent to their homes goods which they require but could not produce. A modern writer, speaking of the scene presented on the Montreal wharf when these boats are unloading, says: "On certain days of the week when market is



THE STEAMER SOVEREIGN.

In the summer there is no more favorite tour for residents in the Lower and Maritime Provinces than that from Quebec to Ottawa by the St. Lawrence and Ottawa Rivers. A party of tourists can leave the former city at five o'clock in the evening of one day and reach the latter at six o'clock in the evening of the next, accomplishing the whole journey, with the exception of a very short distance between Montreal and Lachine by water.

held in Montreal, it is an interesting sight to see these boats unloading at their wharves, the variety of stock and the gathering of all sorts and descriptions of people making up a lively scene."

The Empress, Captain A. Bowie, is an iron side wheel vessel of 410 tons. She was built at Montreal in 1875 and was formerly known as the Peerless. She was rebuilt in 1886 and besides being able to accommodate nearly eight hundred passengers is considered one of the fastest river steamers afloat.



The Sovereign, Captain William Shepherd, is also a side wheel steamer, constructed of steel throughout, and is of three hundred and three tons burthen. She was built by White, of Montreal, in 1889, on the model of the boats which ply on the Hudson river between New York and Albany. She can accommodate rather more than seven hundred passengers, her state rooms, saloon and dining rooms being furnished most comfortably, and finished in natural woods.

Her commanding officer is Captain Shepherd, who is at once the oldest and most experienced captain navigating the Ottawa river. He has been in command of steamers thereon for upwards of forty years. His first vessel was the Lady Simpson, which he commanded for many years with credit to himself and his employers, besides being most popular with the passengers carried. The Lady Simpson was succeeded by the Prince of Wales in 1860, and she by the Sovereign in 1889.

A correspondent, referring to Captain Shepherd's services, thus pleasantly speaks of him:—"During the period of nearly half a century in which Capt. Shepherd has had command of these vessels, their reputation as favorite steamers, well and successfully navigated, has been fully maintained."

The Prince of Wales was built by Cantin, of Montreal, early in 1860, is of 3,044 tons burthen, and has since she was first put upon the river been in constant use. The Princess, of nearly the same tonnage as the former steamer, was built at Carillon in 1872, and has rendered her owners most efficient service. The Maude was built by Cantin, of Montreal, in 1869, has a capacity of one hundred and seventy-two tons, and is in use by the company as a tug.

The officers of the Ottawa River Navigation Company are as follows:—President, Mr. R. W. Shepherd; vice-president, Mr. J. Gibb; secretary and manager, Mr. R. W. Shepherd, junior. All these gentlemen are thoroughly conversant with all the details appertaining to their business.

## CHAPTER CCLIX.

### THE R. & O. COMPANY.

**The Famous Lake Company—Some Notable Steamers — A Favorite Route — 1857-75, 1875-93**

A separate chapter has already been devoted to the history of the Royal Mail Line, which as a mail line, ceased to exist about 1857, and its story has been fully told elsewhere. It was succeeded by the Canadian Navigation Company and the latter still

continued to designate their vessels as "Royal Mail Steamers," at last that was the term applied to those plying between Hamilton, Toronto and Montreal.

In 1875 a great change was effected though, for the Canadian Navigation Company in that year amalgamated with the Richelieu Navigation Company, of Montreal, and under the style of the Richelieu and Ontario Navigation Company have continued their business ever since.

This is one of the largest lines of inland passenger and freight steamers combined that is to be found either in Canada or the United States, the "R. and O." being almost as much of a household word on this side of the Atlantic as the "P. and O." is on the other.

The steamers belonging to the Canadian company when its amalgamation took place with the Richelieu, were as follows:—The Passport, Magnet, Kingston, Champion, Grecian, Spartan, Corsican and Bohemian. All of these vessels have been spoken of previously, and after eighteen years have elapsed, four of them are still upon their old route, and likely to continue there yet for many years.

When the "Richelieu" company absorbed the "Canadian" company, Sir Hugh Allan, of the famous line of ocean steamships, was its chairman, so it is almost needless to say it had been most efficiently managed. It had many routes, each of which will be described later.

The entire number of different routes the company now covers is as follows: Toronto and Montreal, and between the latter city and Quebec. From Montreal to Saguenay forms another route in connection with the steamers plying from Quebec to Saguenay. Then there are the ferrys from Montreal to Longueuil and St. Helen's Island and from Hochelaga to Boucherville. Besides these there are the various market boats, of which the names and routes will be given in due course.

The principal route is of course that between Toronto and Montreal, and it is but fitting that the first to be described should be

#### THE MONTREAL ROUTE.

The vessels upon this course in 1875 have already been mentioned. Of those then in existence the Kingston was wrecked, was subsequently rebuilt and called the Algerian and is on the route now. The Champion was a wooden vessel, became unseaworthy about 1880 and was broken up. The Grecian was wrecked in 1870, on Split Rock, above the Cascade Rapids in the St. Lawrence. She had on

board at the time a battery of Royal Artillery under command of Captain, now Major, General Sandoun, all of whom with their

france. Her route was between Hamilton and Montreal, making a weekly journey from and to each port.

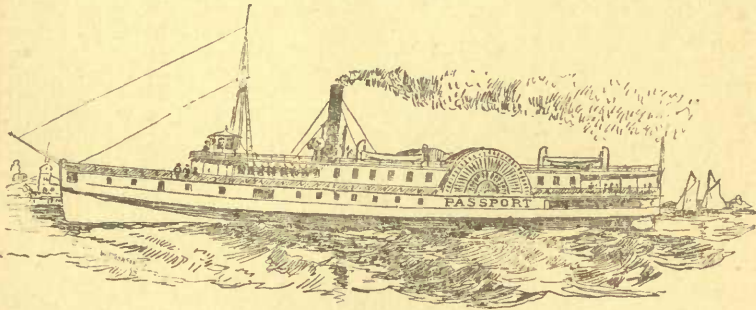


THE STEAMER ALGERIAN.

equipments were saved. The steamer itself, though, became a total loss.

Among the other vessels the Passport and

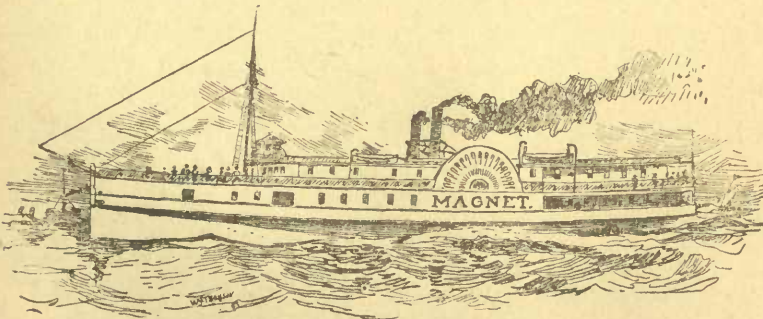
The other three vessels on the Montreal route are the Corsican, Spartan and Algerian. The first of these was built in 1870



THE STEAMER PASSPORT.

Magnet are the oldest; they have been in constant service since 1847, and all particulars concerning them have been given else-

in Gilbert's shipyard at Montreal, is of 478 tons burthen, had new boilers put in in 1891 and her engines "compounded" in 1892.

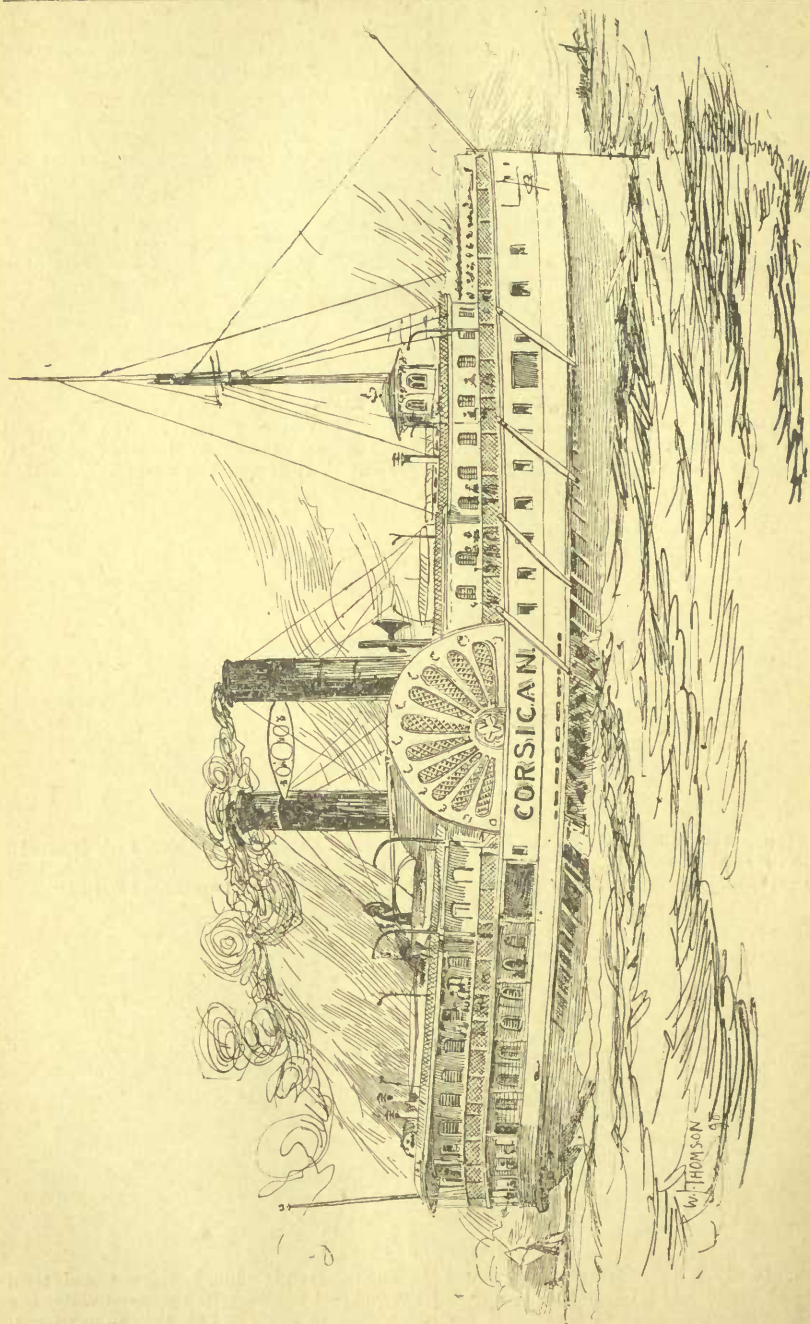


THE STEAMER MAGNET.

where. In 1893 the former steamer was under the command of Captain A. J. Craig, and the latter under that of Captain Z. La-

The Spartan is a much older vessel than the one just named. She was built by the same firm in 1864, and at the same place.



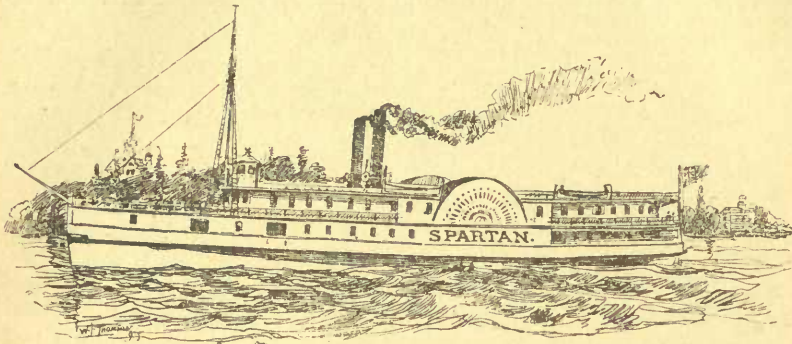


THE PROPELLOR CORSIKAN.

She has a capacity of only twenty-two tons less than the Corsican, and her engines were likewise "compounded" a year earlier than the Corsican's.

The Algerian, the Kingston's successor, has already been described. She is of the same tonnage as the Spartan.

the Montreal and Quebec, and are commanded by Captains L. H. Roy and Robert Nelson. They are "furnished with all the latest modern improvements, are unsurpassed for speed, comfort and safety," and form the only direct daily water route between Montreal and Quebec.

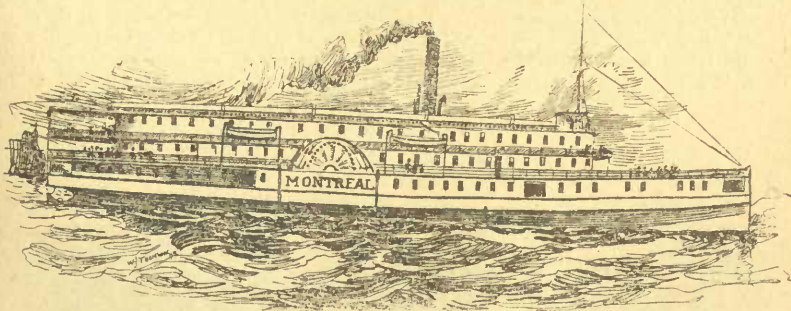


THE STEAMER SPARTAN.

These steamers all connect with the Hamilton Steamboat Company's vessels and those also of the Niagara line.

On the downward journey to Montreal the following ports are called at, namely, Darlington, Port Hope, Cobourg, Kingston, Clayton, Round Island, Thousand Island Park, Alexandria Bay, Brockville, Prescott, Cornwall and Coteau Landing. There is a

Captain Roy's steamer is the smallest of the two, but she is nevertheless a magnificent vessel. She was built in 1850, as so many more steamers have been, by Gilbert, of Montreal, is of five hundred and nineteen tons capacity and can comfortably accommodate nearly two hundred cabin passengers. She had new boilers in 1891 and is lighted throughout by electricity. She is a side-



THE STEAMER MONTREAL.

slight variation in the upward journey as the steamers call at the ports on the Bay of Quinte.

The next route in importance to that just described is that of the Lower St. Lawrence, or the

#### QUEBEC ROUTE.

Two steamers ply daily on the river between Montreal and Quebec belonging to R. and O. They are most appropriately named

the Montreal and Quebec, and are commanded by Captains L. H. Roy and Robert Nelson. They are "furnished with all the latest modern improvements, are unsurpassed for speed, comfort and safety," and form the only direct daily water route between Montreal and Quebec.

The Quebec is not quite so old a steamer as the Montreal, having only been launched in 1865. She was built by Le Mas at Sorel, and is an iron side-wheel vessel of seven hundred and fifty tons capacity, and is valued by her owners at no less than \$85,000. She can accommodate nearly three hundred passengers, and is a most popular



vessel. She had a new deck in 1877, and was entirely overhauled and extensively repaired in 1891.

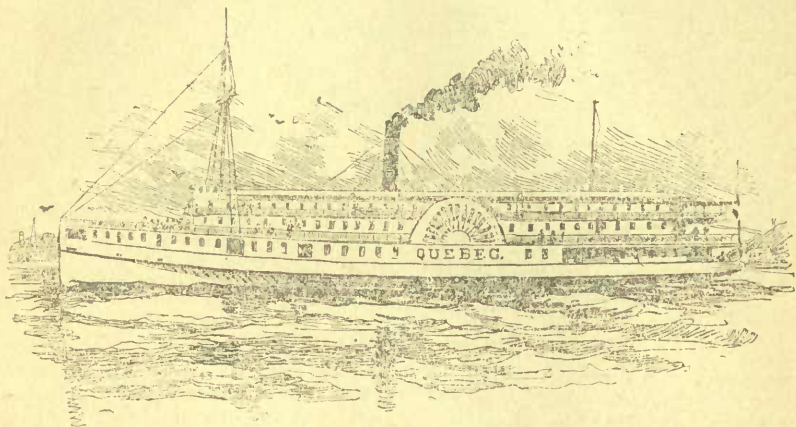
#### THE SAGUENAY ROUTE.

The steamers plying on this route are the *Carolina* and *Canada*, between Montreal and the Saguenay River, and the steamer *Saguenay*, between Quebec and the river.

travel that have been described is the daily line throughout the summer season from Kingston known as the

#### KINGSTON AND MONTREAL LINE.

This in 1893 consisted of the steamers *Columbian* and *Bohemian*, which were fitted out expressly for this service. They left Kingston daily, calling at all intermediate



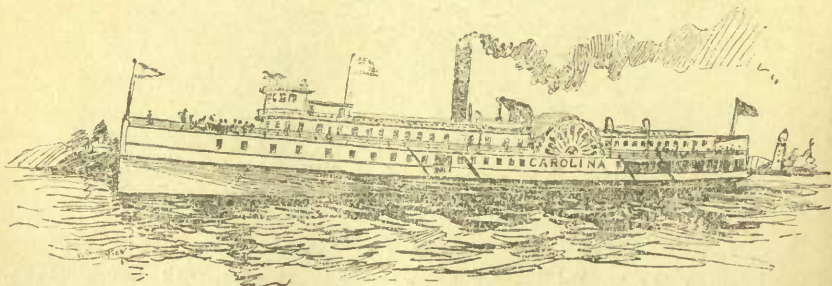
THE STEAMER QUEBEC.

The two former vessels are under the command of Captains Bernier and Barraf respectively.

The *Canada* was built at Sorel in 1870 by White, is of five hundred and seventy tons and is an iron side-wheel steamer.

The *Saguenay* was built by Brunet of Quebec, in 1868, was formerly known as the *Union*, is a side-wheel steamer, with a

ports between there and Montreal, and connected at that port with either the steamers for Quebec or the River Saguenay. Speaking of the journey by water from Hamilton at the head of Lake Ontario to the River Saguenay, it has been fitly described as "one of the longest lines of inland water communication on the continent, and which for grandeur and variety of scenery cannot



THE STEAMER CAROLINA.

capacity of seven hundred and twenty tons. Her name was changed to that she now bears in 1892.

The *Carolina* made her first appearance in 1893, having been purchased from a United States firm.

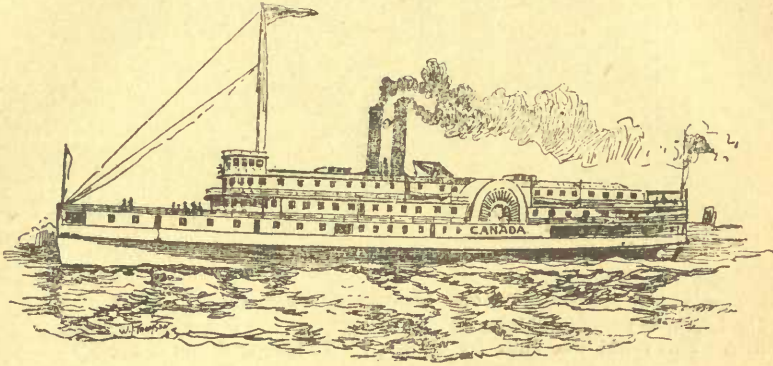
Supplementary to the various routes of

be surpassed, if equalled, in the whole world.

The *Bohemian* was built many years ago by Cantin, of Montreal, but was entirely rebuilt in 1892. She is a side-wheel steamer of three hundred and eighty tons, and is under the command of Captain A. J. Baker.

The *Columbian*, a vessel of which her proprietors are justly proud, is a twin screw steamer, built at Chester, Pa., U.S.A., in 1892. She is constructed of steel, her bottom being sheathed with wood, and her capacity is four hundred and eighty-eight tons. She is commanded by Captain George Batten.

The vessel itself is a side wheel steamer of five hundred and twenty-five tons burthen, built by White, of Sorel, in 1870, and though now, at the close of the season of 1893, in her twenty-fourth year of service, may, through the fact that she is an iron vessel, be expected to last for many years longer.



THE STEAMER CANADA.

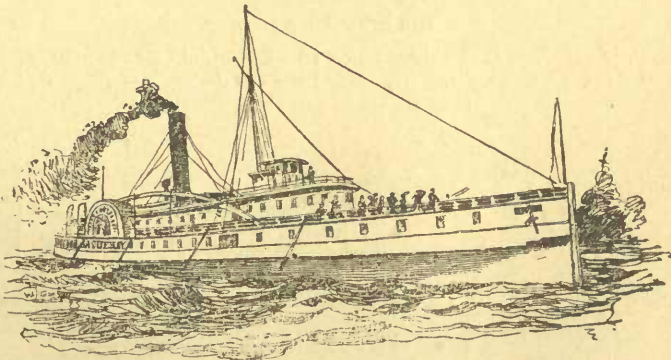
These steamers are only employed in the height of the season. There is yet one other branch of R. & O.'s business of which nothing has been said, that is their

## FAMOUS MARKET BOATS.

These are the *Trois Rivières*, Captain St. Louis; *Chambly*, Captain Franche Montagne; *Berthier*, Captain Boucher; *Terrebonne*, Captain Laforce; and the *La Prairie*, Captain Courcelles.

The *Str. Chambly's* route is from Montreal to Chambly through the Richelieu river. She is an iron side wheel steamer, built by White, of Sorel, in 1871, and has a capacity of two hundred tons.

The *Berthier* runs between Montreal and Three Rivers, calling at intermediate ports. She is also an iron side wheel vessel, and was built by the same firm and at the same place as the *Chambly*, in 1870. She has a



THE STEAMER SAGUENAY.

The first of these steamers has been chiefly employed throughout her career in carrying devotees on pilgrimages to St. Anne de Beaupre, some distance lower down the river from Quebec.

capacity of four hundred and twenty-four tons.

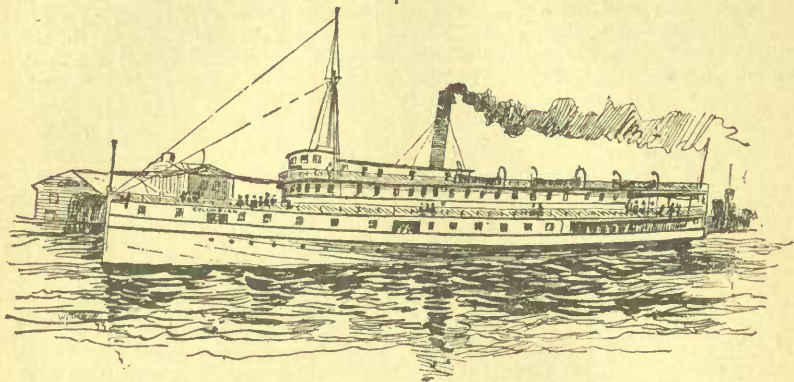
The fourth steamer of this group, the *Terrebonne*, runs from Montreal to Terrebonne, Boucherville and all intermediate



ports. She is an iron vessel of only one hundred and ninety tons, and built by the same firm as the three steamers already named.

the steamers belonging to the R. & O. she is a side-wheel vessel.

In addition to the vessels that have been described there are the various

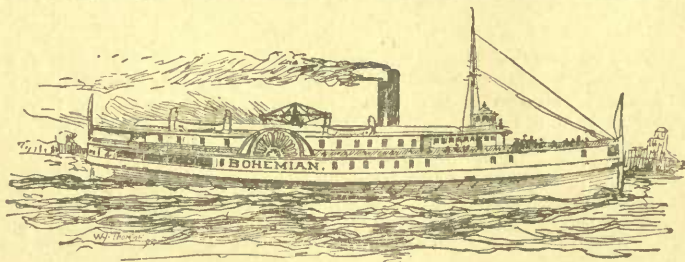


THE STEAMER COLUMBIAN.

The Laprairie runs from Montreal to Laprairie. This vessel was built by Cantin,

MONTREAL FERRYS.

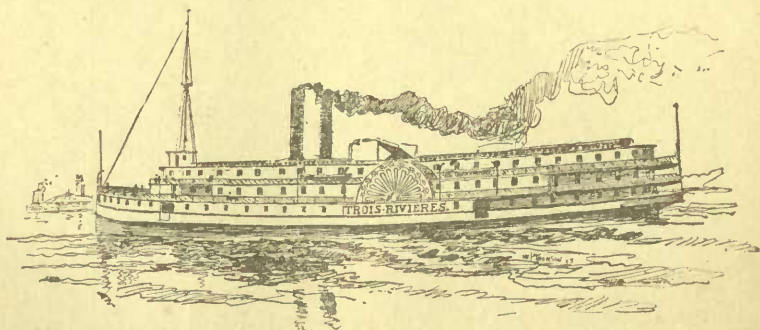
To Longueuil and Hochelaga there plys the



THE STEAMER BOHEMIAN.

of Montreal, in 1867, and she has now a capacity of four hundred and forty-three

Longueuil, of four hundred and ten tons, built by Lamont, of Montreal, in 1884, and

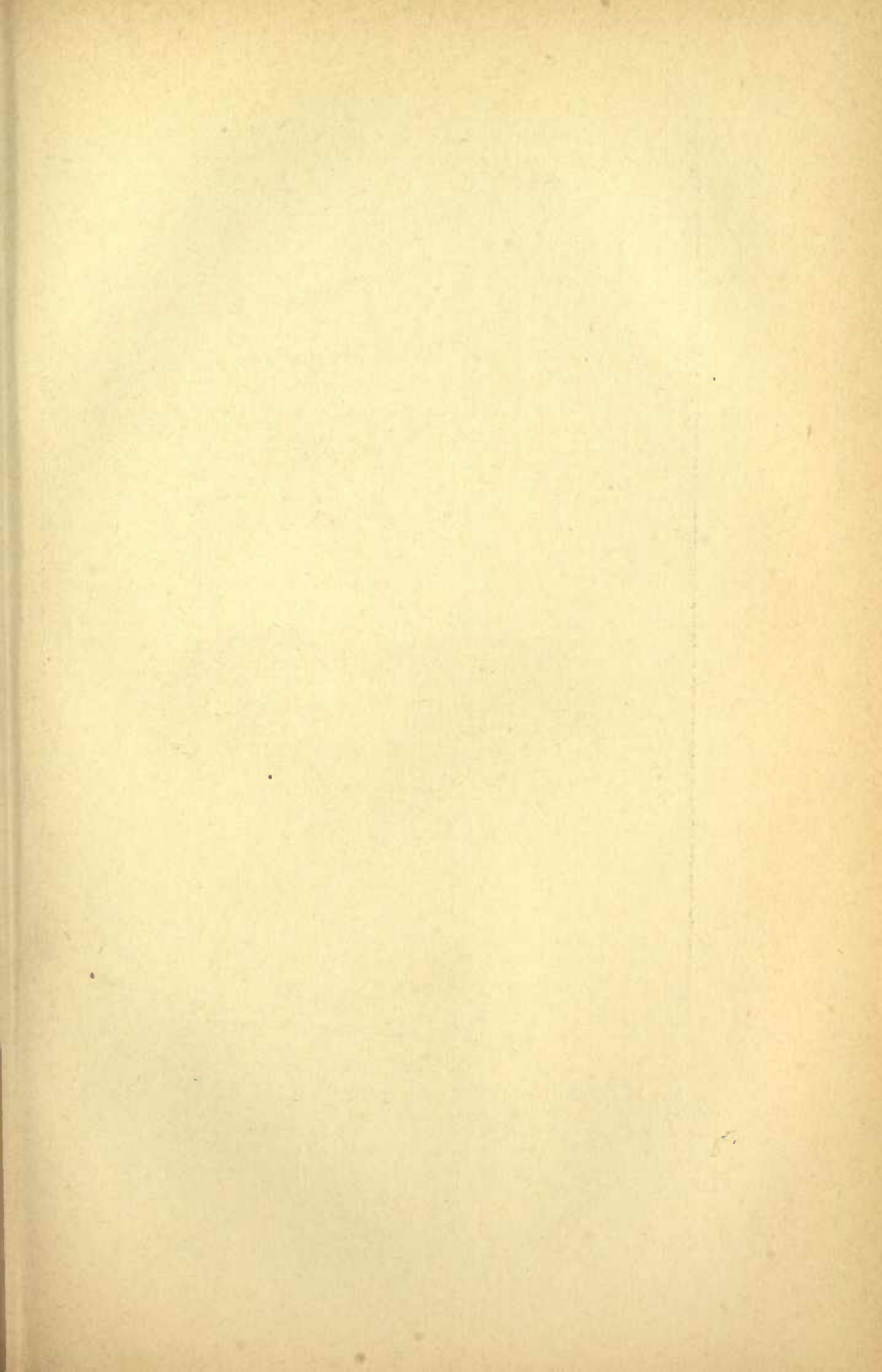


THE STEAMER TROIS RIVIERES.

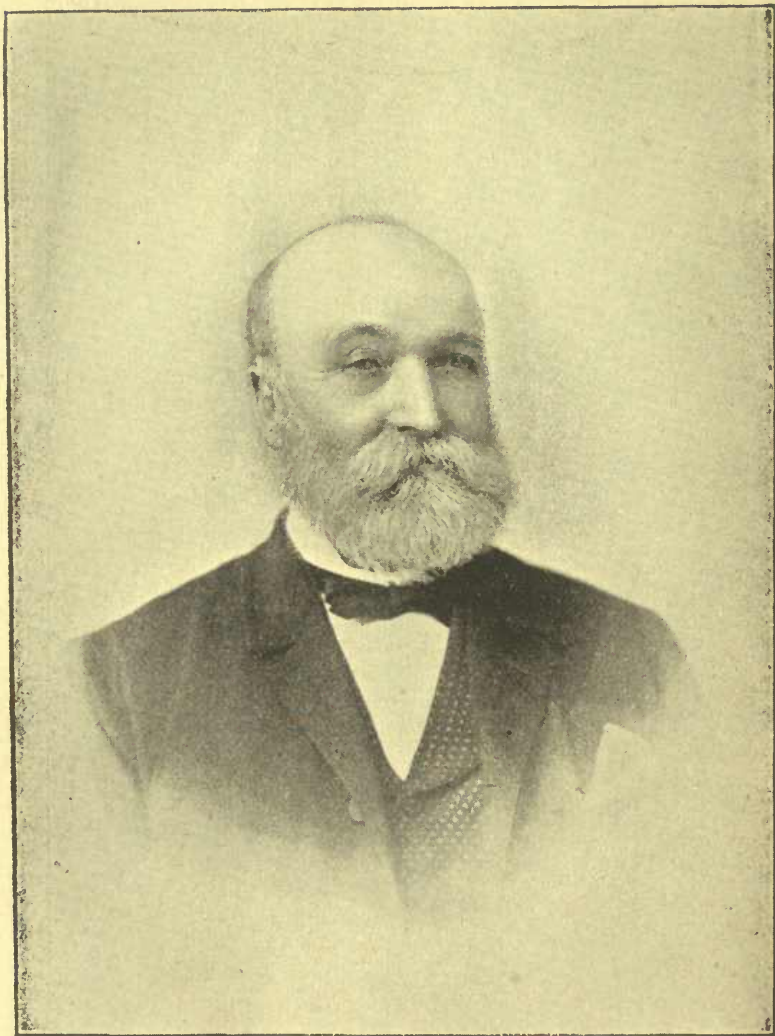
tons, she having been lengthened and rebuilt in 1893. Like the great majority of

commanded by Captain Jodvin.

To Longueuil only runs the Island Queen,







ALEXANDER MILLOY.

Mr. Milloy was born in Kintyre, Argyleshire, Scotland, in 1822, and came to Canada eight years later—in 1830. At the age of 18 years, on March 17th, 1840, Mr. Milloy entered the Montreal office of the Royal Mail Line of steamers and has continued his connection with the company in all its changes (see pp. 901, 974, 981) since. He is now (December 1895) the traffic manager of the R. & O. N. Co., which company is the lineal successor of the R. M. L. See p. 981.

op. 981

a screw steamer of one hundred and two tons, built by Davis, of Kingston, in 1887. To St. Helen's Island the Cultivateur, Captain Labelle, makes daily journeys. She was built in 1857 by Freshet, of Sorel, was extensively repaired in 1881, and was completely refitted in 1888. Her burthen is just three hundred tons. The Hochelaga forms the ferry from Hochelaga; she is a composite steamer of three hundred and eighty-one tons, and was built in Sorel in 1886.

There is little left now to tell regarding the R. & O., excepting to refer to some of their

#### MORE PROMINENT OFFICIALS.

On the Montreal line from Toronto, Captain Sinclair can boast of many years' faithful and meritorious service. He is respected and honored by his employers, loyally revered by his subordinates, and greatly liked by the travelling public. Captain Roy of the Montreal is also another veteran who has everyone's liking and respect. Pursers Grange and Henry Kotner of the Spartan and Magnet are also widely known, as also is Engineer Wadsworth on the Al erian.

Most appropriately, as many will think, the head offices of the R. & O. are in St. Paul street, Montreal, not such a very great distance from the spot where once lived the pioneer of lake navigation, La Salle. A marble tablet placed on the house which now occupies the southwest corner of St. Paul and St. Peter streets records that

HERE LIVED

RENE ROBERT CAVALIER

SIEUR DE LA SALLE,

1668.

The president of the R. & O. is Mr. N. K. Connolly; vice-president, Mr. Wm. Wainwright; the general manager, Mr. Julian Chabot; the traffic manager, Mr. Alexander Milloy, and the secretary and treasurer, Mr. R. Bourdon.

Their principal offices are 228 St. Paul street, Montreal, and 2 King street east, Toronto.

Before concluding this article it will perhaps prove interesting to many of those who may read it if a letter from "An Old Quebecker" on the speed of the old R. M. line is given. In Montreal and Quebec that line was often spoken of as the "Torrance Line," as in Toronto it was not infrequently referred to as "G. B. Holland's Company." The contents of the letter are as follows:—

#### RICHELIEU CO.'S RUNNING TIME.

"As the running time of the above boats has been discussed in your columns, allow

me to give the time of the old "Mail Line" known as the Torrance boats.

"This information I have before me, received lately from an old and well-known steamboat owner and agent in Quebec. He says: As to the speed of the "John Munn" and "Quebec," I can speak positively as we had for five years a deadly contest between the "Quebec" and the "Montreal" (this was the first "Montreal"), but we beat her every trip, and often arrived in Quebec at 3 a.m. after having left Montreal at 6 p.m., on her way down calling at Sorel, Port St. Francis, Three Rivers and Batiscan, and upward at Montreal (as the tide suited), at 3:50 to 4:50 a.m., having left Quebec at 5 p.m. The time: "Quebec" from Montreal to Sorel, 2 hours, 25 minutes: "John Munn," 2 hours, 16 minutes down: 2 hours, 50 minutes up.

"The Armstrongs (captains) disputed this time of the "John Munn's," and Captain Charles Armstrong (so long and favorably known to the Harbor Commissioners here) was invited to go on board and time her, which he did, and reported to Messrs. Torrance and Molson that the above time, 2.16 down and 2.50 up, was correct.

"It must be noticed that these days they called at Port St. Francis, which none of the R. & O. N. Co.'s boats do now.

"Above I have said the first 'Montreal,' there have been three of the same name on the route.

"The first was lost in a snowstorm on November 29, 1853, the second was burned off Cap Rouge, the third is the R. & O. N. Co's boat, and has made herself, like this city, a good name. Long may she keep it up." And so say all of us.

## CHAPTER CCLX!

### Tabulated Statements of Various Vessels from 1678 to the Present Time.

The following tabulated statements of the various vessels running on Lake Ontario have been compiled from the most reliable sources that could be referred to. Wherever possible the owners of the vessels have themselves been referred to, in other cases reference has been made to the captains or some of the men who were employed upon them when in service. Of course in every case this has not been practicable or possible so wherever there has been no possibility of giving the various details with any approach to accuracy these have not been inserted. Of course there are some omissions but that is a matter that while we regret it, there is no possibility of avoiding.



NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS.	REMARKS.
Frontenac.....	Kingston.....	1678	10	Wrecked.
Griffin.....	Cayuga Creek...	1679	about 150	" LaSalles ship.
Gladwin.....	Not known.....	1766	Unknown	
Charlotte.....	" ".....	1766	"	} Lake Erie vessels.
Victory.....	" ".....	1766	"	
Boston.....	" ".....	1766	"	
Brunswick.....	" ".....	1767	"	
Enterprise.....	Detroit.....	1769	"	Wrecked.
Charity.....	Niagara.....	1770	70	
Ontario.....	Carleton I.....	1779	Unknown	Wrecked.
Speedy.....	Navy Point.....	about 1776	"	
Mohawk, 1st.....	" ".....	"	"	} Gunboats.
Mississauga.....	" ".....	"	"	
Duke of Kent.....	" ".....	"	"	
Caldwell.....	Unknown.....	Unknown	"	
Onondaga.....	" ".....	"	"	
York.....	Niagara.....	1792	80	Wrecked.
Chippaway.....	Kingston.....	1794	400	Wrecked.
Mohawk, 2nd.....	Kingston.....	1794	80	Wrecked.
Sophia.....	Kingston.....	Unknown	Unknown	
Simcoe.....	Kingston.....	1797	"	
Toronto Yacht.....	Unknown.....	1799	"	Wrecked.
Genesee.....	" ".....	about 1790	"	
Peggy.....	" ".....	"	"	
Prince Edward.....	Stone Mills.....	1801	"	Broken up.
Mary Ann.....	Unknown.....	Unknown	"	
Skinner's Sloop.....	Unknown.....	Unknown	"	
Lady Washington.....	Four-Mile Creek...	1797	"	} Wrecked.
Elizabeth.....	Mississauga Pt.....	1808	"	
Gov. Simcoe.....	Mississauga Pt.....	1808	"	
*Accommodation.....	Montreal.....	1809	Unknown	Broken up
Bella Gore.....	York.....	1809	Unknown	Wrecked
Lord Nelson.....	Niagara.....	1811	Unknown	Broken up
Royal George.....	Gun boats built at Kingston	1812	26 guns	Broken up
Prince Regent.....			22 guns	Broken up
Moir.....			20 guns	Broken up
Simcoe.....	Kingston	1812	12 guns	Broken up
Seneca.....			4 guns	Broken up
Princess Charlotte.....	Kingston.....	1812	{ Gun boats	Broken up
Hunter.....	".....	1812		Broken up
Lady Prevost.....	".....	1812	{ 14 guns 24 guns	Broken up
Gloucester.....	".....	1812		Lost in action
Wolfe.....	".....	1813	19 guns	Lost in action
Detroit.....	Kingston.....	1813	3 guns	Lost in action
Little Belt.....				
Star.....	Kingston.....	1813	{ Gun boats	All broken up in a few years after peace was con- cluded in 1815
Cheswell.....				
Magnet.....				
Montreal.....	Kingston.....	1814	{ 100 guns Unknown	
St. Lawrence.....				
Dove.....	York.....	1814	Unknown	
Reindeer.....	".....	1814	Unknown	
*Car of Commerce.....	Montreal.....	1815	Unknown	
Kingston Packet.....	Kingston.....	1815	70 tons	Wrecked
Perseverance.....	".....	1816		

The whole of the vessels given in preceding tables were sailing craft, with the exceptions of the Accommodation and Car of Commerce, both marked with an asterisk.

NAME OF VESSEL	WHERE BUILT.	YEAR.	TONS.	REMARKS.
Frontenac *	Finkle's Point...	1816	700	Burnt
Malshan †	Montreal.....	1816	Unknown	Broke up.
Kingston †	} at Kingston	1816	Armed Cruisers	Withdrawn after two year's service.
Burlington †				
Charwell †				
Champlain †	} Kingston	1816	Armed Cruisers	Withdrawn after two year's service.
Confiance †				
Walk-in-the-Water †	Buffalo.....	1816	Unknown	American vessel.
Kingston †	Sackett's Harbor.	1816	246	
Queen Charlotte	Ernestown.....	1818	150	Broken up
Wood Duck †	} Probably York	about 1819	Various 120	Schooners.
Red Rover †				
Britannia †				
Jane †	} York, Kingston, and Niagara.	1815 to 1819		Schooners.
Willing Maid †				
Asp †				
May Flower †	} Prescott.....	1819	350	Broken up.
Dalhousie.....				
John Watkins †	York.....	1819	90	Schooner.
Lady Sarah †	York.....	1819	100	Schooner.
The Brothers †	York.....	1820	100	Schooner.
Richmond †	York.....	1820	100	Wrecked
Queenston.....	Queenston.....	1824	350	
Caroline.....	Kingston.....	1825	75	
Canada.....	River Rouge.....	1826	250	Wrecked.
Martha Ogden.....	Sackett's Harbor.	1826	120	American vessel.
Toronto.....	York.....	1824	200	Broken up.
Niagara.....	Brockville.....	1825	400	
Alciopé.....	Niagara.....	1828	450	
Canadian †	York.....	1828	79	
George IV. †	York.....	1828	80	
George Canning †	York.....	1828	80	
Sir James Kempt.	Bath.....	1829	200	
Great Britain.....	Prescott.....	1830	700	
Iroquois.....	Prescott.....	1831	100	Withdrawn.
John By.....	Kingston.....	1832	100	Wrecked.
William IV.....	Gananoque.....	1832	450	Tow boat.
Transit.....	Oakville.....	1832	350	Wrecked.
Britannia.....	Kingston.....	1833	200	Broken up.
Cobourg.....	Cobourg.....	1833	500	Tow boat.
Kingston (1st).....	Kingston.....	1833	200	Broken up.
Brockville.....	Brockville.....	1833	350	
Commodore Barrie.....	Kingston.....	1834	275	Wrecked in 1844.
St. George.....	Kingston.....	1834	400	
Enterprise.....	Kingston.....	1834	200	Broken up.
Union.....	Oakville.....	1834	150	Changed to barque.
Peter Robinson.....	Lake Simcoe.....	1834	150	Broken up.
Traveller.....	Niagara.....	1835	350	Tow boat.
Bytown.....	Kingston.....	"	150	Wrecked.
Hamilton.....	Hamilton.....	"	300	
Sir Robert Peel.....	Brockville.....	1837	350	Burned in 1838.
Queen Victoria.....	Niagara.....	"	200	Wrecked.

\* This was the first steamer built in Canadian waters to ply upon the lakes. Her route was from Prescott to York thence to the head of the lake from there to Niagara.

† The first steamer to ply on Lake Erie; she was always under American colors.

‡ The vessels marked thus in the foregoing as well as in all succeeding tables were sailing vessels.



NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS.	REMARKS.
Experiment.....		1837	150	
Burlington.....	Oakville.....	"	150	Burned.
Gore.....	Niagara.....	1838	200	Broken up
Simcoe.....	Lake Simcoe.....	1839	150	
Highlander (1st).....	Coteau du Lac.....	1840	300	Broken up.
Gildersleeve.....	Kingston.....	1839	250	Tow boat.
City of Toronto.....	Toronto.....	1840	500	Tow boat.
Albion.....	Brockville.....	1840	200	
Minos.....	Chippawa.....	1840	250	Government vessel.
Sovereign.....	Niagara.....	"	475	Broken up.
Frontenac (2nd).....	Kingston.....	1841	200	Broken up
Vulcan.....	"	"	150	
Canada (2nd).....	Prescott.....	"	450	Tow boat.
Prince Edward.....	Gardner.....	"	150	
Princess Royal.....	Niagara.....	"	500	Tow boat
Prince of Wales.....	Kingston.....	1842	200	
America (1st).....	Niagara.....	1840	300	Tow boat.
C. J. Robinson.....	Niagara.....	1842	400	
Despatch.....	Hamilton.....	"	200	
Welland (1st).....	St. Catharines.....	1842	300	Burned.
Queen City.....	Niagara.....	1843	450	Burned.
Eclipse.....	Niagara.....	"	400	Changed to schooner
London ‡.....	Cobourg.....	"	150	
Admiral.....	Niagara.....	"	400	
Cherokee.....	Kingston.....	1843	700	
Mohawk.....	"	"	150	
Forester.....	Rice Lake.....	1845	250	
Island Queen.....	Kingston.....	1843	70	Ferry steamer.
City of Kingston.....	"	"	400	
Passport.....	Niagara.....	1847	400	
Magnet.....	Niagara.....	1847	500	
Scotland ‡.....	Toronto.....	1847	150	
Empire.....	Montreal.....	ab't '47	Tonnage not known.	River steamers between R'vr Trent and Montreal
British Empire.....	Montreal.....	1847		
British Queen.....	Montreal.....	1847		
Beaver.....	Kingston.....	1848	200	Kingston to Bytown
The Cigar Boat.....	Toronto.....	1849	....	Broken up.
New Era.....	Not known.....	1849	ab't 300	
Comet.....		1849	ab't 300	Wrecked 1851
Peninsula Packet.....		1849	....	Horse b't Tor. ferry
Ottawa.....	}		Freight vessels, though in some cases also carried passengers	Wrecked
Britannia.....				
England.....				
Scotland.....				
Ireland.....				
Hibernia.....				
Western Miller.....				
Free Trader.....	}		Propellers.	
Commerce.....				
Morning.....	Lake Simcoe.....	1849	150	Burned
Mazeppa.....	St. Catharines.....	1850	200	
Highlander (2nd).....	Montreal.....	1850	250	
Champion.....	Montreal.....	1850	350	
Mayflower.....	Not known.....	1850	300	
City of Hamilton.....	Hamilton.....	1851	250	
Maple Leaf.....	Kingston.....	1851	400	
Arabian.....	Niagara.....	1851	350	
Lady of the Lake.....	Niagara.....	1851	450	Burned.
Novelty.....	Kingston.....	1852	150	

NAME OF VESSEL.	WHERE BUILT.	YEAR	TONS.	REMARKS.
Ocean Wave .....				Burned.
Queen of the West.....	Oswego .....	1852	700	
Peerless .....	Dumbarton .....	1852	400	Wrecked.
Lord Elgin.....	Montreal .....			Wrecked.
Dawn .....			Freight Vessels	
Protection .....			Propellers.	
Citizen .....	Toronto .....	1853	....	Toronto Ferry.
Kaloolah .....	Collingwood.....	1853	350	On Upper Lakes.
Cherokee† .....	.....	1853	300	Ocean vessel
Victoria .....	Toronto .....	1853	....	Toronto Ferry.
St. Elmo .....	Montreal .....	1853	350	
Geo. Moffatt .....	Chatham .....	1853	350	
Welland (2nd).....	St. Catharines...	1853	300	
Ranger .....			Ft. Prop.	
Zimmerman .....	Niagara .....	1854	500	Burned.
St. Lawrence .....			Freight	
Gartshore .....			Propellers.	
St. Nicholas .....	St. Catharines...	1854	....	
Europa .....	Hamilton .....	1854	600	
Canada .....	Niagara .....	1854	700	} Built by G.W.R.
America .....	Niagara .....	1854	700	
City of Toronto† .....	Toronto .....	1855	400	Ocean ves. Wrecked
Jenny Lind .....	Montreal .....	1855	About 350	
Montreal .....	Montreal .....	1855	About 300	
Colonist .....				
Prescott .....			Freight	
Hamilton .....			Vessels	
Kentucky.....			Propellers.	
Willy Nickol.....				
Alliance† .....	Oshawa.....	1856	400	
Joshua Beard† .....	Oshawa.....	1856	400	
King of Algiers .....	Toronto.....	1856	150	A tow boat
Banshee .....	Montreal.....	abt 1856	450	
J. C. Morrison .....	Lake Simcoe....	1856	160	Burned
Wellington .....				
Avon .....			Freight	
Whitby .....			vessels	
Reindeer .....			propellers	
Brantford .....				
Huron .....				
Bowmanville .....	Bowmanville....		400	Wrecked
Malakoff .....			Freight	
Inkerman .....			vessels	Wrecked
Oliver Cromwell.....			propellers	
Alliance† .....	Toronto.....	abt 1855	....	{ Traders between Halifax & Toronto
Union .....	Toronto .....		....	
Rescue .....		abt 1855	450	On upper lakes
Firefly .....	Toronto .....	abt 1855	....	Island ferry
Jenny Lind .....	Montreal .....	1858	....	Second of name
Ploughboy .....		1857-8	500	Lake Huron
Queen of the North† .....	Nottawasaga....	1861	....	Grain vessel
Emily May .....	Orillia .....	1861	....	
Hero .....	Hamilton.....	1861		Steam tug
Bay of Quinte .....	B. of Quinte .....	1861	250	
Advance† .....	Pt. Dalhousie...	1862	400	
America .....	St. Catharines...	1862	400	Pr peller
Osprey .....	Montreal.....	1863	300	Propeller
Her Majesty .....	St. Catharines...	1863	300	Propeller



NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS	REMARKS.
Anglo Saxon .....	St. Catharines...	1864	200	Rebuilt 1863, formerly the City of Toronto, then called Algoma in 1884. Wrecked.
Racine .....		1864		
Grecian .....	Clyde .....	1863	400	
Magnet .....	M treal .....	1862 and 1863	All freight propellers	The largest propeller in Canada at date of launch. Burned Port Dalhousie.
Bristol .....				
Indian .....				
Brockville .....				
Merritt .....				
Cantin .....		1864	350	
City of Toronto (2) .....	Niagara .....	1864	400	
Silver Spray .....	St. Catharines...	1864	350	
Spartan .....	Montreal .....	1864	450	
Corinthian .....	Kingston .....	1864	350	
Ripple .....	Toronto .....	1864		Toronto Bay.
Princess of Wales .....	Toronto .....	1864		Burned 1886.
Wolverine .....				Lake Huron.
Perseverance .....	Port Dalhousie..	1864		Freight Propellers.
Enterprise .....	Port Dalhousie..	1864		Freight Propellers.
City of London .....	St. Catharines...	1865	450	Freight Propellers.
Bessie Barwick † .....	St. Catharines...	1866	469	
Bouquet .....		1866		Toronto Ferry.
Huron .....	England .....		Gunboat	R. N.
Rothsay Castle .....	Glasgow .....	1864	400	Burned 1874.
Britomart .....	England .....			Gunboats R. N. On Lake and River Service.
Cherub .....				
Rescue .....				
St. Andrew .....				
Royal .....				
Smith and Post. † .....	Oakville .....	1866	300	
W. T. Robb .....	Dunnville .....	about 1863		Tag.
Acadia .....	Hamilton .....	1866	200	1st composit str.
<i>Niagara Steamers.</i>				
Chicora .....	Liverpool .....	1864	518	
Cibola .....	Deseronto .....	1887	739	
Chippewa .....	Hamilton .....	1893	850	
<i>Niagara Falls Line.</i>				
Empress of India .....	Mill Point .....	1876	353	
Lakeside .....	Windsor .....	1888	267	
Garden City .....	Toronto .....	1892	425	
<i>Hamilton Line.</i>				
Mazeppa .....	Toronto .....	1884	99	Hamilton Ferry.
Macassa .....	Clyde .....	1888	563	
Modjeska .....	Clyde .....	1889	601	
<i>Lake Steamers Continued</i>				
Dominion .....	St. Catharines...	1869	370	
Hastings .....	Montreal .....	1868	286	Ch'ng'd to Eurydice
Norseman .....	Montreal .....	1868	422	Ch'gd to North King
Abyssinian .....	Montreal .....	ab't '65	450	
Waubuno .....				On Lake Huron.
Ocean .....	Port Dalhousie ..	1872	350	
Lake Michigan .....	Port Dalhousie ..	1872	375	
Lake Ontario .....	Port Dalhousie ..	1872	375	Wrecked 1882.
Lake Erie .....	Port Dalhousie ..	1872	375	Burned 1890.

NAME OF VESSEL.	WHERE BUILT.	YEAR	TONS	REMARKS
Columbia.....	Hamilton.....	1872	380	Wrecked 1884.
Egyptian.....	Montreal.....	1873	350	Sold to U.S.
City of Montreal.....	Chatham.....	1873	220	Wrecked 1881.
Persia.....	St. Catharines.....	1873	392	
Lady of the Lakes.....	Lake Simcoe.....	"		Lake Simcoe str.
Cuba.....	Kingston.....	1875	680	
Celtic.....	Hamilton.....	1875	500	Wrecked
Ontario.....	Lake Huron.....			} Upper Lake steamers.
W. Seymour.....				
Perry.....				Toronto Ferry.
Asia.....	Windsor.....	about 1874		
Sovereign.....	"			Lake Superior route
Rothsaw Castle, 2nd.....	Niagara.....	1875	about 450	
Watertown.....	Kingston.....	1864	175	Toronto Ferry
City of Owen Sound.....	Owen Sound.....	1877	598	
Francis Smith.....	Lake Huron.....	1875	}	} Lake Huron steamers.
Cumberland.....		"		
Ontario.....	Lake Huron.....			} Upper Lake steamers.
Quebec.....				
City of Winnipeg.....	Marine City.....	1874	300	} On upper lakes.
Northern Belle.....	Marine City.....	1875	290	
Northern Queen.....	Marine City.....	1875	290	
F. B. Maxwell.....	Marine City.....	1875		Excursion steamer.
Pictou.....		about 1870		Ran to Pt. Dalhousie
Filgate.....	Montreal.....	1879	240	
St. Jean Baptiste.....				{ season.
Kincardine.....				{ Only on lake one
Prowett Beyer.....	Toronto.....		27	
Ada Alice.....	Pt. Dalhousie.....	1868	16	} Toronto ferry.
Prince Arthur.....	"			
Rosedale.....	Sunderland.....	1888	772	
Alma Munro.....	Pt. Dalhousie.....	1873	580	
Atlantic.....	Owen Sound.....	1882	391	
Baltic.....	Owen Sound.....	1867	640	} Upper lakes.
Pacific.....	Owen Sound.....	1883	524	
C. P. Steamers:				
Algoma.....	Descb'd.elsewh're			Wrecked
Alberta.....	Glasgow.....	1883	1440	
Athabasca.....	"	1883	1440	
Campana.....	"	1873	1287	
Manitoba (2).....	Owen Sound.....	1889	1620	
Orion.....	Wellan l.....	1872	490	Rebuilt 1891
Lorne and Victoria Park Route:				
Greyhound.....	Hamilton.....	1887	219	
Chicoutimi.....	Quebec.....	1881	110	
J. W. Steinhoff.....	Chatham.....	1876	....	Rebuilt 1881
Toronto Ferry Co.:				
Jessie McEdwards.....	St. Catharines.....	1876	21½	Rebuilt 1880
Arlington.....	Harwood.....	1878	33	
Luella.....	Toronto.....	1879	38	
Canadian.....	"	1882	230	
Sadie.....	Oakville.....	1885	154	
Kathleen.....	Toronto.....	1886	110	
Gertrude.....	"	1886	66	
Mascotte.....	"	1886	49	
Island Queen.....	Port Dalhousie.....	1889	44½	
Mayflower.....	Toronto.....	1890	189	
Primrose.....	"	1890	189	



NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS.	REMARKS.
John Hanlan..... <i>Rochester Route.</i>	Port Dalhousie..	1884	53	
Carmona..... <i>Ottawa River Steamers.</i>	Thorold.....	1871	590	Formerly Manitoba
Queen Victoria.....	Montreal.....			Broken up.
Phoenix.....	Montreal.....			Broken up.
Atlas.....	Montreal.....			Broken up.
Lady Simpson.....	Montreal.....			Broken up.
Empress.....	Montreal.....	1875	410	Formerly Peerless.
Sovereign.....	Montreal.....	1889	303	
Prince of Wales.....	Montreal.....	1860	344	
P. Incess.....	Carillon.....	1872	340	
Mande..... <i>Richelieu &amp; Ontario Co.</i>	Montreal.....	1869	172	
Champion.....	See R. M. Line..			Broken up 1880.
Grecian.....	See R. M. Line..			Wrecked 1870.
Passport.....	See R. M. Line..	1847		See preceding
Magnet.....	See R. M. Line..	1847		Tables.
Corsican.....	Montreal.....	1870	478	
Spartan.....	Montreal.....	1864	452	
Algerian.....	Montreal.....	1855	456	
Montreal.....	Montreal.....	1860	519	River steamer.
Quebec.....	Montreal.....	1865	750	River steamer.
Carolina.....	United States..			Purchased 1893.
Canada.....	Sorel.....	1870	570	River steamer.
Sagenay.....	Quebec.....	1868	720	River steamer.
Columbian.....	Chester, U. S. A.	1892	488	
Bohemian.....	Montreal.....	1892	380	Rebuilt 1892
Trois Rivières.....	Sorel.....	1875	525	
Chambley.....	Sorel.....	1871	200	
Berthier.....	Sorel.....	1871	424	
Terre Bonne.....	Sorel.....	1871	190	
La Prairie.....	Montreal.....	1867	443	
Longueuil.....	Montreal.....	1884	410	
Island Queen.....	Kingston.....	1887	102	
Cultivateur.....	Sorel.....	1875	300	
Hochelaga.....	Sorel.....	1866	381	

In the preceding tables every care has been taken to obtain the information given from reliable sources. In some instances the same vessel is described twice under different names, owing to different causes, a steamer occasionally changing her name. The Hastings, built in 1875, is a case in point.

In the short tables following, the various vessels named are those which, belonging to different private owners, have no settled routes, the tugs, of course, excepted, but ply on Lakes Ontario or Huron as they can secure freight or passengers, or are chartered by trading companies.

The three G. T. R. steamers are now (1893) laid up, but there is no doubt will in but a short time begin running again, possibly under a totally different management. It is impossible to conclude this history of the steamers without making special acknowledgment of the kindness shown and the assistance afforded to us by Mr. W. A. Geddes, wharfinger, of Toronto. But for his aid it would have been all but impossible to compile these tables with any degree of accuracy.

Mr. Kenny, of the Western Assurance Company, Toronto, also afforded most valuable aid by lending us lists of vessels plying to and from that port who effected insurances in different companies carrying on business in the Dominion. It is not to be understood from this that only steam propelled vessels insured, but all mention of sailing vessels, with rare exceptions, has been avoided in this history since steamers were introduced.

NAME OF VESSEL.	WHERE BUILT.	YEAR.	TONS.	REMARKS.
<i>Supplementary.</i>				
A. B. Cook.....	Port Robinson...	1885	24	Lake tug.
Ada Alice.....	Port Dalhousie..	1868	16	Lake and river tug.
W. J. Tymon.....	Toronto.....	1892	237	Formerly W. M. Alderson.
Alert.....	Port Robinson...	1886	49	Tug.
Arabian.....	Hamilton.....	1892	709	Freight propeller.
Armenia.....	Pictou.....	1876	127	Freight propeller.
Armenia.....	Chatham.....	1873	593	Freight propeller.
Cambria.....	Owen Sound.....	1877	404	
Canada.....	Hamilton.....	1872	392	Burned 92, rep. 93
C. H. Merritt.....	Chatham.....	1883	120	Propeller pass. and freight.
Dominion.....	St. Catharines...	1868	370	Freight propeller.
Eurydice.....	Montreal.....	1868	386	Formerly Hastings.
Enterprise.....	St. Catharines...	1864	610	{ Re-built 1881. Freight propeller
Frank Jackman.....	Buffalo.....	1868	26	{ Re-built 1881.
Geo. Douglas.....	Thorold.....	1880	42	{ Toronto tug.
Huron.....	Sarnia.....	1875	1,250	G. T. R.
International.....	Sarnia.....	....	1,000	G. T. R.
Lansdowne.....	Detroit.....	1884	1,900	G. T. R.
L. Shickluna.....	St. Catharines...	1870	394	Freight propeller.
L. Shickluna.....	St. Catharines...	1878	30	Tug.
Niagara.....	St. Catharines...	1875	509	
Ongiara.....	Toronto.....	1885	94	Form'ly Queen City
Reliance.....	Deseronto.....	1881	265	Freight propeller.
Watertown.....	Kingston.....	1864	176	
Wales.....	Sarnia.....	1881	311	

## CONCLUDING REMARKS.

A brief reference to an episode in Canadian history, not wholly unconnected with the maritime history of the Dominion, may be here mentioned.

On the second Egyptian war occurring an expeditionary force to ascend the Nile formed part of Lord Wolseley's plan of campaign. The gallant peer and soldier, bearing his own Canadian experiences in mind, decided on employing a body of Canadian boatmen, and, as will be learned from the following report, they did their work well and gallantly.

In his despatch at the close of the campaign to the Secretary of War, London, Lord Wolseley says :—

"The Dominion of Canada supplied us with a most useful body of boatmen, under the command of Brevet, Lieut.-Colonel F. C. Denison, C.M.G., of the Canadian militia. Their skill in the management of boats in difficult and dangerous waters was of the utmost use to us in our long ascent of the Nile. Men and officers showed a high military and patriotic spirit, making light of difficulties and working with that energy and determination which have always characterized her Majesty's Canadian forces."



## CHAPTER CCLXI.

## YORK'S ASSESSMENT ROLLS.

**The Early Rolls—The Parochial Officials—Who They Were and Where They Came from—Curiosities in the Accounts.**

The first assessment roll where the town of York is referred to is dated February, 1798, and comprises not only the town but also the townships of York, Vaughan and Markham. It was duly prepared and forwarded to the Lieutenant Governor, being signed "Errors excepted," by "Thomas Ridout, Clerk of the Peace, Home District." It is impossible to say how much refers to the town and how much to the townships, but the total amount estimated for the home district to produce from one hundred and twenty-seven ratepayers was only £25 16s 3d currency, equivalent to \$103 25. The assessors were Thomas Barry and George Playter, and the "magistrates approving" John Small and William Wilcocks.

The collector appears to have been Mr. Samuel Heron.

In the following year the number of those assessed was two hundred and twenty-four, the rate being estimated to produce £75 8 0 currency (\$301 69). Thomas Stoyell succeeded Thomas Barry as assessor, the name of William Jarvis was added to the approving magistrates, and Archibald Cameron was collector.

In 1800 the taxpayers had increased to two hundred and fifty-four, the rate producing £81 5 6 (\$325 10). John Ashbridge and Elisha Beman were the assessors; the approving magistrates, with the exception of Wilcocks, were the same as in the year previous, but the collector was Jacob Herchmer—a very lively time he must have had of it—and the treasurer was Mr. William Allan.

In 1801, though the population of York is given separately, its assessment is not; it was joined for rating purposes with York township, Etobicoke and Scarboro, the total population being only six hundred and seventy-eight. Of this number there were one hundred and ninety-two ratepayers, whose payments in the aggregate were £97 6s 6d (\$389 3). But if the population and income were small, the number of office holders was by no means limited, though it must be admitted that, with the possible exception of the collectors, the work was all done without any remuneration.

The following is a complete list of the officials:—

Town Clerk—Eli Playter

Assessors—James Playter and Simon McNabb.

Collector—John Cameron.

Overseers of the highways—Elisha Beman, Robert Lang, J. Ashbridge, John Playter, Ben. Davis, John Wilson, D. W. Kendrick, Wm. Jones and William Cornell.

Eli and John Playter were brothers. A son of the latter has for many years filled most ably the post of secretary to the York Pioneers. James Playter was another member of the same family.

J. Ashbridge was the man who bestowed his name on the small bay to the east of Toronto harbor.

D. W. Kendrick was Duke Kendrick, one of several brothers. One of them resided for some years in a small wooden cottage on Bloor street, nearly opposite University avenue.

William Cornell was a Scarboro' man, who emigrated to this country about 1780. He is described wrongfully elsewhere as William Cornwall; he lived all his life in Scarboro', and his grandchildren and great-grandchildren still live in the same place, if not in the actual house occupied by their ancestor.

The Poundkeepers were—Alex. Galloway, John Davis, Jas. Everson, Andrew Thomson and W. Jones.

There was probably some small fee exacted by these latter officials; that is, if they could get it.

The Townwardens were—Jacob Herchmer and Duncan Cameron.

It will be seen, therefore, that for 192 ratepayers there were no less than twenty officials, a tolerably large number. It cannot be said that matters are much improved in that respect a hundred years or nearly so, later. Indeed in some respects they are worse, for offices that were honorary then are now remunerative to their incumbents.

Among items that are of interest in the accounts is the following entry: "December 8th, 1800, paid two constables for going up to the Humber to apprehend the rioters, £1 5 0." These rioters were probably some lumberers who had engaged in a drunken quarrel with the fishermen of the neighborhood.

Again there is this entry: "Paid John Lyons for two wolves' scalps as per Mr. Rugles' certificate, £2, Jan. 17th, 1801." On March 17th in the same year there is a similar entry of £6 for two wolves' scalps to William Peck and four to John Burk. William Wilcocks, J P, gave the certificate in these cases. Either the collector of taxes was very lax in the performance of his duties, or the taxpayers were determined not to part with their money, for on the credit side of the accounts of the Home





came to Canada about 1875 or a very little earlier, and settled in Markham and Scarborough. Later they were joined by a cousin, Hugh Christopher Thomson, and their descendants in and near Toronto now number many hundreds. Hugh C. Thomson, a former secretary to the Board of Agriculture, was one of this family, so is Rev. C. E. Thomson, of Toronto Junction, also E. W. Thomson, a well known newspaper man and pleasing writer, once of Toronto, now of Boston, U. S. A. That is quite sufficient to let people know what family Andrew Thomson belonged to, and though other members of the family will have to be referred to, it will be unnecessary to furnish our readers with any further biographical remarks. Elisha Beman was a miller and general store keeper, and was also a very enterprising man.

The poundkeepers were Robert Henderson, Thomas Smith, John Dennis, James Evisson and William Jones, while the town wardens were the well-known John Biekie and Joseph Willcocks.

The amount estimated to be produced from the rate levied in 1802 upon the town of York and the Townships of York, Scarborough and Etobicoke was £178 2s 6d (\$712 50) the total number of people assessed being 172. The inhabitants numbered 748. The proportion therefore of ratepayers to population was almost 4.50.

The abstract of the accounts for the years 1802 and 1803 present nothing very striking. There is a payment to Alexander Wood, Esq. of £5 17s 6d for "his account as per voucher including certificate for five wolves' heads."

But there is a footnote appended to the abstract from 1802 to this effect: "There appears due to the High Constable two years' salary or £4) currency." The accounts for 1803 are like those of 1802, signed T. Ridout, Clerk of the Peace, Home District.

There were a great number of new names in the list of officials for 1803. Many of the old names remained certainly, but the newcomers were numerous. The Town Clerk was William Bond, a nursery garden proprietor, whose residence was on the corner of Ontario and Duchess streets, York. In the *Gazette* of 1801, Mr. Bond advertised that he wanted to part with his property, give it away in fact, but perhaps it will be as well if the advertisement itself is quoted; it runs thus: "To be given away, that beautifully situated lot, number one, fronting on Ontario and Duchess streets," he then proceeds to describe the many excellences of this property, and then with an assurance that even the renowned Sam. Weller might have envied, adds his "conditions," these were

that the person or persons accepting the present should "purchase not less than two thousand apple trees at three shillings, New York currency, each; after which will be added, as a further present, about one hundred apple, thirty peach, and fourteen cherry trees, besides wild plums, wild cherries, English gooseberries, white and red currants, etc."

Whether Mr. Bond ever realized \$750 for his property is unknown. Upon that point history is silent. He had departed therefrom though a few years later. Among other new comers were Ephraim Payson, John McBeath, David Thomson, Thomas Hamilton, John Kendrick and some others.

Among these John McBeth, for evidently the spelling is in fault in the manuscript quoted from, was a farmer living in Toronto township, it is believed, near Yonge street. David Thomson was Andrew's brother. Thomas Hamilton was an influential tradesman or storekeeper in the town of York. His name is found among those who signed the address of welcome to Lieutenant-Governor Gore when he returned to this country in 1815. John Kendrick was one of three brothers, John, Joseph and Duke. John was drowned while on his passage from Oswego to Sandy Creek in December, 1805.

To revert once more to the abstract of accounts for the various years. In that issue for the period from April 1st, 1802, to March 31st, 1703, are these entries: "June 28th, 1802, a wolf's scalp certified by J. Wilson, Esq., taken in part of assessment £1."

A little later, on January 11, 1803, comes the following enigmatical entry:—"Paid Captain Earl for taking down Mary Day, four days, ditto for provisions furnished by him to take her from Kingston to Lower Canada, £20.0. Paid William Hunter his account for keeping the said Mary Day, £10."

Captain Earl commanded the well-known sailing vessel, the *Toronto Yacht*, but who was Mary Day and why had the ratepayers of the town of York to be at such great expense on her behalf?

On March 31st, 1803, three wolves' scalps are paid for at the usual rate of £1 each, and there are several other entries of similar payments. Some light is thrown on the cost of writing materials early in the century, for on December 20th, 1803, comes this entry, "For the Chief Justice at the Court of Oyer:—

2 quires large foolscap paper at 4s. . . . 8 0  
100 best yellow string quills. . . . . 12 0'

But there is a marginal note explaining that the shillings were York currency, so the actual sum would be not twenty shillings, but twelve shillings and six pence.

currency, or \$2 50. Nevertheless foolscap paper at 50 cents a quire, and quill pens at \$1 50 per hundred is rather "steep."

On June 29th, 1804, comes this entry. It needs neither note nor comment beyond this, that the articles paid for remained near the present Court street, Toronto, on the site occupied by the warehouses of Rowsell & Hutchison, for nearly thirty years after their erection, if not a little longer. It reads thus: "Cash paid for making pillory and stocks £7."

No less than £10 appears in the accounts for 1804 as having been expended on wolves' scalps, but, as not a few people yet living both in and near Toronto know, it was many a long year later before these scourges to the farmer were exterminated in this district.

The year 1804 is the last in which these accounts are given item by item; after that date a new system of bookkeeping was introduced, so we pass to the other matters.

As the year 1804 was the last, (as mentioned in a former article) in which the accounts of the Home District were set forth each payment in a separate item, so is it the first in which the officials acting for the town are named separately from those acting for the Home District.

In the year now spoken of Eli Playter was the town clerk of York, Joseph Sheppard and Daniel Cozens were the assessors; Colin Drummond was collector; Thomas Hamilton and Eliphalet Hale, pathmasters; John Fisk, poundkeeper; and Alexander Wood, esquire, town warden.

In the next year both assessors and collectors were changed, but they are people we have met with before, as were the "overseers of highways and fenceviewers," no longer pathmasters be it noted; Gideon Orton as poundkeeper, and Joseph Hunt as townwarden, make their appearance for the first time.

In 1806 John Detlor's name appears as one of the assessors, Isaac Columbuses as the poundkeeper and Duncan Cameron and Robert Henderson as churchwarden and townwarden respectively.

There were some changes, as a matter of course, in 1807, the town officials being as follows:

Assessors—Thomas Stoyell and Thomas Humberstone.

Collector—John Ashbridge.

Overseers of Highways and Fenceviewers—Parker Mills and Parshall Terry.

Townwarden, William Allan, Esq.

Poundkeeper, Lewis Bright.

After 1807 the names of the officials are no longer given with the accounts.

Of these various office-bearers Mr. Joseph

Sheppard resided in or near Yorkville on Yonge street. He was very highly respected and for the time very well off; he contributed largely towards the erection of a church at York Mills. He must not, though, be confounded with Harvey Shepard, the well-known foundryman. Not only are they of entirely different families but the names are spelled differently. Mr. Joseph Sheppard's colleague, Daniel Cozens, was the son of Captain Daniel Cozens, an officer who fought on the Royalist side in the revolutionary war which had as its results the independence of the United States of America. The Cozens family claim that their ancestor built the first house ever erected in York. But the Shaws also assert that this honor belongs to their great grandfather, Major-General Shaw, and as Captain Cozens' grant of land in York bears date July 20, 1799, and the Shaws, to say nothing of the Givins' and other well known families, were here in 1794, the claim of the Cozens' at first sight does not appear to be a very good one.

Of Colin Drummond there is very little known; it has already been told who Thomas Hamilton was, but Eliphalet Hale needs to be spoken of. He was the man who opened up Yonge street from Queen street to where Bloor street now is. In 1800 that portion of York was not known as Yonge street, but as "the road to Yonge street" the latter commencing there and running northwards to Penetanguishene. Hale died on September 17th, 1807, being at the time High Constable of the Home District.

John Fisk, the poundkeeper for 1804, was a farmer near York. His name soon disappears from the list of office holders. John Fisk came to an untimely end. He with many others was on board the schooner Speedy, which with all her crew and passengers was lost some years later during a storm on Lake Ontario. Alexander Wood's name is sufficient, he has been described over and over again. Not to know Mr. Wood in 1804 was to be yourself unknown.

Mr. Joseph Hunt was an early resident in York and one of the first pew holders in St. James' church.

John Detlor who was in office in 1806, remained in York some little time longer and then removed to Kingston. Isaac Columbuses was a famous cutler and gunmaker residing on Caroline street (now Sherbourne) York. He and his residence have been fully described in other pages of the "Landmarks" so it is not necessary to give him more than this passing notice.

Of the later named among the public men, Thomas Stoyell is mentioned as being in office in 1807, but this most probably is a mistake for



Thomas Stoyles, who had held the same office previously. There was, though, a Doctor Stoyell in York at the period and it may have been him.

Thomas Humberstone, the colleague of Thomas Stoyell, lived on Yonge street, near Hogg's Hollow, and served throughout the war of 1812 as a lieutenant in the militia. He received the war medal granted to the Canadian forces as well as the Imperial troops for the war of 1812. Mr. Humberstone was one of the earliest members of the Society of York Pioneers, and remained among that body until the time of his death.

Parker Mills was a farmer on the Don, to the west of where Broadview avenue now runs.

Parshall Terry was both a farmer and a mill owner, also residing on the banks of the Don. He served throughout the War of Independence as a soldier in Butler's Rangers and on the conclusion of peace settled in Upper Canada. As has previously been related, he was accidentally drowned in 1809. He left a very large family of sons and daughters, the last of whom only died in 1875. His widow married William Cornell, whom she also survived. She died early in the "fifties" at a very great age, leaving children, grand-children, and great-grand-children.

William Allan, Esq., the town warden, was the well-known occupant in later years of Moss Park, and father of Senator G. W. Allan. He was one of the most prominent public men in York until its incorporation as a city in 1834 under the name of Toronto. After then, though, he took an active share in the management of the Bank of Upper Canada, and was also most useful during the troubles of 1837; he took no very prominent part in public affairs. His name is attached to the capitulation of York in 1813, he being at the time major in the York militia. He married Miss Gamble, daughter of Dr. Gamble, of the Queen's Rangers. This lady was a sister of the three brothers, John, William and Clarke Gamble, also of Mrs. Birchall and Mrs. McCauley. Mr. Allan died in 1853.

The last person to be mentioned is Lewis Bright. He was a well-known man and as highly respected as he was well-known. The two streets in the eastern portion of the city, Lewis and Bright streets, are called after him. One of his sons resided for a great number of years on the north side of Queen street west, near Bathurst street, and his grandchildren and great-grandchildren still reside in the city.

The following return, showing the cultivated and uncultivated parts of Toronto,

with particulars of the houses, cattle, etc., will prove of some little interest. It is headed: "Abstract of the Home District for the Year commencing 7th March, 1803."

Township .....	Year	Acres of uncultivated land	Cultivated	Horses aged three years and up	Oxen, four years and up	Milch cows	Young horned cattle, two to four years	Swine, one year and up	Grist mills, one pair of stones	Additional pair of stones	Saw mills	Houses in town	Town lots	Houses in country	Additional fire-places	Gallons contained in stills	Taverns	Merchants' shops	Storerooms	Aggregate value	Rate in £	Land Assessed	No. of persons assessed
Town of York..	1803	111,684	471	41	30	83	19	23	2	....	2	75	138	5	106	48	4	6	1	£14,871 2 0	1d 4 61 19 34		89

In 1804 the form of the return is somewhat altered and as will be seen there is a slight increase in the amount of the rates:—

		Cultivated	Uncultivated	Town Lots	Houses in Town	In Country	Additional Five Places	Mills—1 pair stones	Additional pair stones	Sawmills	Merchant shops	Storehouses	No. of Horses	No. of Oxen	No. of Cows	No. of young horned cattle	No. of Swine	Taverns	Gallons contained in stills	Aggregate value.	Rate in £.	Sum assessed.		
Town of York..	1804	711	120,247	148	61	7	121	1	....	1	8	2	46	27	87	26	16	6	50	£15,926	6	1	1d	£66 19 1
"	1805	854	107,131	143	77	9	167	1	....	2	8	5	52	27	89	22	14	6	58	16,226	7	0	1d	67 13 4
"	1806	1,914	120,864	150	72	23	132	1	....	5	7	3	126	105	263	94	62	10	232	20,599	15	0	1d	85 16 7

The returns for 1807-8-9 are still more extended, being as follows:—

Township.....	Year	Acres.		Houses.												Valuation.					Amount of rate at 1d in the £.				
		Cultivated	Uncultivated	Town Lots	Round Logs	Square Timber, one storey	Additional Five places	Square Timber, two storey	Additional Five places	Frame, under two storey	Additional Five places	Saw Mills	Merchants Shops	Storehouses	Stallions, three years over	Horses, three years and over	Oxen, four years and over	Milch Cows	Horned Cattle, two to four	Swine of one year		Stills	Billiard Tables	Vessels of eight tons	
Town of York	1807	613	100,745	131	19	6	8	15	38	55	52	7	5	1	2	58	16	83	12	9	60	....	1	£19,297 0 0	£80 8 2
" "	1808	625	100,210	132	21	4	15	20	44	52	40	1	8	2	....	73	19	94	3	10	58	2	1	20,311 10 0	84 4 8
" "	1809	764	92,697	172	14	11	37	27	61	55	58	1	8	3	....	80	16	107	3	8	58	2	1	20,471 0 0	85 5 11



These figures are somewhat difficult to understand as regards the cultivated and uncultivated areas it is worse than useless to attempt any explanation.

What is the precise meaning of "houses in town" and "houses in country" when the figures are only given in reference to the town of York is equally perplexing, but the rest of the statistics given are intelligible enough and tell their own tale.

The number of persons assessed in the years 1804-5 is not given. In 1806 there were 175, but this included the township of York in 1807. For the town of York only 113. The numbers are not given for 1808, but in 1809 they are returned as 111.

In 1810 the following particulars are taken from the abstract:—

No. of persons assessed.....	121	Saw mills.....	0
Acres cultivated.....	962	Merchants' shops.....	11
"uncultivated.....	90,238	Store houses.....	4
Houses.....	110	Vessels of 8 tons and upwards.....	3
Grist mills.....	8		

The total valuation was £20,938, 6s. 0d., and the "sum to be collected with the members' wages added thereto" was £92 17s. 5½d.

The accounts for 1810 are signed on July 13th, 1810, by Thomas G. Ridout, Deputy Clerk of the Peace, acting no doubt for his father, Mr. Thomas Ridout. This is the only instance where they are so signed.

The amount of valuation made March 4th, 1812, was £33,506, 12s. 0d., and the rate amounted to £146, 11s. 9d., the number of people assessed being 128. A few months later the war between the United States and Great Britain broke out, and possibly owing to that circumstance there are no accounts whatever for the year 1813.

There is no room for doubt as to the disastrous effects of the hostilities upon the town of York. Not only had the ratepayers decreased to 116, but the valuation had gone down also to £31,884 12s. 0d., a decrease of more than £1,600.

To show the growth of York from 1820 to the year preceding its incorporation as a city the figures are given for 1820, '25, 30 and 1833.

Year	Town Lots	Houses	Grist Mills	Saw Mills	Merchants' Shops	Storehouses	Pleasure Carriages	Waggons for Pleasure	Persons Assessed	Valuation	Rate
1820	232	148	...	...	26	4	21	7	132	28842	126 17 0
1825	314	253	...	...	48	4	33	4	...	41130	179 14 2
1830	473	460	4	15	69	3	37	10	...	65794	273 15 4
1833	777	626	4	26	100	...	19	38	...	98487	408 8 3

It is to be regretted that the number of

ratepayers is not given after 1820, but the probable number in 1833 would be about 450.

What are described as saw mills were very probably also timber yards where the timber was also sawed into boards and scantling for builders' purposes.

The rate for "members' wages" varied, sometimes it was only the twenty-secondth of a penny in the £, at other times one-ninth.

As is mentioned in the article on York's population there were several iron foundries in York in 1828, but in the general return these are all classed under the heading of "merchants' shop."

A very fragmentary return of the trials at the Home District sessions for 1830 shows that there were indicted throughout the year thirty-eight prisoners for the following offences:—

Assault and battery.....	29
Petit (sic) larceny.....	8
Nuisance.....	1

Total.....38

There is this plaintive note to the return:—

"N. R.—The Clerk of the Peace has no documents by which to ascertain constables' police and witnesses' fees."

In concluding these reminiscences one more comparison may be made, and that is between the rateable value of York in 1833 and Toronto in 1893, sixty years later:—

Year.	Rateable Value.	Amount Produced
1833	\$393,948	\$1,633 65
1893	\$150,766,035	\$2,601,882 00

The taxation in 1833 was as nearly as possible equal to twenty-six cents per head of the population; in 1893 it exceeds fifteen dollars, taking Toronto's present population as in round figures 170,000 souls.

## CHAPTER CCLXII. THE TOWN OF YORK.

**Its Rise and Progress—Its Population Returns From 1793 to 1834, with Other Interesting Data.**

There are no earlier parliamentary returns relating to the population of York, (now Toronto) than those prepared in the year 1800 for the Home district, which comprised the townships of King, Markham, Vaughan, Whitchurch, (the population of all these places being given separately) with, grouped to-

gether, those shown in the following return :—

Townships	Men	Women	Child'n		Total
			Males	Females	
York .....	451	298			749
Etobicoke.....					
Scarborough...					
and Town of York..					

A foot note is appended to this return stating :—

“This return was imperfect, the Town Clerk not having distinguished the children, there appear, however, in it 278 men.”

The returns from 1801 to 1809 both years inclusive are not quite as full as might be wished. For instance, in 1801 the population of the town of York is given separately, but in the two following years it is “lumped” with adjacent townships. In 1804 it is again by itself and one is able to judge of the progress the town was making.

It is hard to account for the decrease in the number of the women and boys in 1807 as compared with 1805, but it cannot be gainsaid ; there are the figures to tell their own tale.

The returns were as follows :—

Year.	Township.	Men.	Women.	Ch'ld'n.		Total.
				Males.	Females.	
1801	Town of York	136	66	72	62	336
1802	York, town and township, and the Township of Etobicoke..	220	148	150	141	659
1803	York, Scarborough, Etobicoke and Town of York .....	320	206	211	231	968
1804	Town of York only..	149	104	121	82	456
1805	Ditto .....	154	130	108	81	473
1807	Ditto .....	164	99	94	91	448
1809	Ditto .....	195	162	137	83	577

The whole of these returns are signed by Thomas Ridout, Clerk of the Peace, the last one, that of 1809, being dated “York, 19th September, 1809.”

The next returns issued were in 1817 and the signature appears as Clerk of the Peace of S. Heward. There is a slight variation in the form of the return also, men, women and children of both sexes being divided according to age.

The returns from 1817 to 1820 are alike in form.

Township.		Year	Heads of families and males over 16 years old		Children		General total
			Females over 16 years	Total	Males under 16 years	Females under 16 years	
Town of York....	1817	335	196	531	187	150	968
Town of York....	1818	399	225	624	243	191	1058
Town of York....	1819	410	264	704	248	222	1174
Town of York....	1820	437	305	742	260	238	1240

These figures call for but little comment, though it is somewhat singular that, while there is a slight decrease in the “heads of families” as compared with the preceding year, there is a net increase of sixty-six inhabitants.

The returns for the next three years were prepared with great care and much more attention to detail. They are thus given :—

Town and Townships.	Years.	Heads of Fam'l's		Children in Each Township			Lo'gers and Serv'ts.		Total.	
		Males.	Females.	Males over 16.			Males.	Females.		
				Females over 16.						
				Males under 16.						
				Females under 16.						
T'n of York	1821	291	209	43	41	292	274	238	171	1550
T'n of York	1822	387	254	4	3	249	271	83	85	1336
T'n of York	1823	237	189	39	46	223	250	205	141	1330

The figures contained in these last three years are somewhat perplexing. Comparing 1821 with its immediate predecessor there is a phenomenal increase of no less than three hundred and nineteen souls. The next year, though, 1822, tells a widely different tale, when, though the heads of families increase, the males by ninety-six and the females by forty-five, the net decrease of the year reaches two hundred and twenty-three people. Readers may possibly be able to find a solution for the contradictions and inconsistencies that these figures present, but the tables themselves give no explanation nor suggest any.

The following letter from Mr. S. Heward accompanied these accounts in 1823.

(Copy.)

Office of the Clerk of the Peace,  
York, 4th August, 1823.

SIR,—I have the honor to transmit to you to be laid before his Excellency, the Lieutenant-



Governor. an abstract from the several Town Clerks' returns, of inhabitants now residing in the Home District, received by me between the 4th February and 31st July inclusive.

I have the honor to be sir, your most obedient servant,

(signed), S. HEWARD,  
Clerk Peace, Home District.

To Major Hillier, Secretary to his Excellency, the Lieutenant-Governor.

It is "seventy years ago," yet the wife of Major Hillier, to whom this letter was addressed, is still alive and well, though fast approaching the end of her tenth decade of existence. She was the sister of Colonel James Givins, whose property was in the west end of the city, and of whom much has been already written. It is not at any time altogether *comme il faut* to refer to a lady's age even so guardedly as has just been done, but as population returns are being discussed, possibly it will be excused by those who may notice it.

Major Hillier died in India more than fifty years ago.

From 1824 to 1833, the latter being the last year of York's existence under that name, the form of the returns was the same as in use from 1817 to 1820. With only one exception they exhibit a steady increase in the town's population.

Township.	Year	Heads of families and males over 16 years old.	Females over 16 years	Total	Children.		General total
					Males under 16	Females under 16	
Town of York,	1824	578	418	996	335	354	1685
"	1825	528	430	958	307	412	1677
"	1826	560	458	1018	323	378	1719
"	1827	513	517	1030	377	410	1817
"	1828	691	465	1156	617	462	2235
"	1829	808	524	1332	686	493	2511
"	1830	890	782	1672	599	589	2850
"	1831	1257	807	2064	1105	809	3999
"	1832	1837	1500	3357	1125	1023	5505
"	1833	2056	1772	3828	1189	1077	6094

Accompanying the return for 1829 is an additional document, showing the manufactories and ship yards then in existence in the Town of York. Among the former is the paper mill of Eastwood and Spinner, situated "on the River Don, three miles from York." F. R. Dutcher's "cupola furnace or iron foundry," was situated, though, in the "Town of York." The precise locality is not given, but it was on the east side of Yonge street, about eighty or one hundred yards from its junction with King street.

In addition to his iron foundry Mr. Dutcher had a plough and cast steel axe manufactory.

But this gentleman was not allowed to have all the trade to himself, the well known Harvey Shepard having no less than three separate establishments where he carried on precisely the same class of trade as Dutcher. Shepard's factories were on the west side of the street named after him, connecting Adelaide and Richmond streets.

There was yet another factory some few miles from Toronto, described in the return as a "carding machine and falling mill," and rather vaguely described as situated in the "Township of York, River Humber." This mill was owned by Mr. John Scarlett and was of stone, standing on the west bank of the river, where the latter is crossed by the road leading from Dundas street to the Village of Weston, long known as Scarlett's road, and which at one time formed the northern boundary of Scarlett's racecourse. Mr. Scarlett had his office in York, where he also had a timber yard.

Two sailing vessels were built at York (the same document just quoted from tells us) in 1828, one of thirty-seven and the other of sixty-four tons, but who constructed them and at what particular locality we are left to conjecture.

Mr. S. Heward, as Clerk of the Peace, signed the returns from 1824 until 1828. After the latter year Simon Washburn signed until 1834. The last return relating to the Town of York was signed by the deputy clerk, Mr. William Hepburn; it is dated 13th January, 1834. The next following it is dated, "office of the Clerk of the Peace, city of Toronto, 2nd June, 1834.

(Signed)

S. WASHBURN,  
Clerk Peace, H.D."

with the following foot note, "Sent in triplicate to Colonel Rowan, this 2nd June, 1834, W.H." The initials are those of Mr. Hepburn.

That is almost sixty years since. Mr. Hepburn's daughter only passed away five years since, but descendants of his to the fourth generation are yet in the city, as there are also worthy representatives of both Simon Washburn and Colonel Rowan.

So as to render this paper complete for purposes of comparison, a census table from 1834 to 1892 is appended:

Year.	Population.	Increase.	Decrease.
1834, under 9,000	.....	.....	.....
1841	15,000	6,000	.....
1851	30,735	15,735	.....
1861	44,821	14,086	.....
1871	56,092	11,271	.....
1881	86,415	30,323	.....

Year.	Population.	Increase.	Decrease.
*1884	105,211	18,796	.....
†1891	181,220	76,009	.....
‡1891	188,914	7,694	.....
1892	169,099	.....	18 915

\* Semi-Centennial year.

† Dominion census.

‡ Police census.

### CHAPTER CCLXIII.

#### THE EARLY SESSIONS.

##### The First Days of the Century—The Grand Inquest—Frivolous and Vexatious Charges—The Home District School.

The administration of justice in the town of York in the earlier days of the present century presents a marked contrast between that which obtains in the city of Toronto now. Nowadays trifling charges of theft, assault, drunkenness, etc., are disposed of by the stipendiary magistrate with advantage not only to the community generally but also to that of both prosecutors and defendants. In those days, though, all such cases were heard at what was known as the General Quarter Sessions, and it is from the minute book of those sessions that it is now proposed to give some extracts which may prove of some little general interest to our readers.

The General Quarter Sessions for the year 1810 were opened at York on Tuesday, April 10th, being, as the opening words of the record states, "the fiftieth year of the reign of our Sovereign Lord George the Third;" before Alexander Wood, Esquire, who was chairman, and Duncan Cameron and Donald McLean, Esquires, who were his associates.

What is described as the Grand Inquest, that is, the Grand Jury, consisted of twenty members, their foreman being Charles Willcocks, and among his colleagues were John Jordan, Lewis Bright, Thomas Stoyell, Jordan Post, senior, and Jordan Post, junior, Caleb Humphrey, Patrick Hartney and John Playter. All of these names are well-known in the early annals of York. At this day's sitting of the court two indictments were preferred both for assault and battery against two separate defendants. In one case the grand inquest found "no bill" and the said defendant was accordingly acquitted (sic)."

The other case, though, appears to have been a very pretty family quarrel, the prosecutor and defendants being closely related. However, both sides appear to have thought it well not to wash their dirty linen altogether in public, for the defendants pleaded guilty and were fined each one shilling and bound

over to keep the peace towards the prosecutor in the sum of £20.

At the same sitting was "read a petition from the inhabitants of Etobicoke respecting the ferry at the mouth of the River Humber, on account of the high charges at said ferry, and it was ordered by the court to summon James Crawford, keeper of the said ferry, to attend the court to-morrow at 10 o'clock, which was accordingly done." On the following day James Crawford attended as he was ordered but the case was adjourned until April 13th.

On April 12th, John Thorn, Nicholas Klindenbrumer, John Williams and James Baker were indicted "for a nuisance." What this nuisance was we are not specifically informed, but at any rate they pleaded "not guilty." Nevertheless, the jury took a different view of the matter, and convicted them, the sentence of the court being that the defendants "be committed to the Home District jail for the space of fourteen days, and there to remain until they remove all their things out of the Yellow House."

James Crawford, the ferryman at the Humber, attended, according to orders, the sitting of the court on the 13th inst. It was then and there decreed that the old ferry rates were too high, "and that less rates would support a ferry very well."

The old rates were accordingly abolished and these substituted in their place "and ordered to be taken and no more":—

	s.	d.
Single horse, carriage and driver....	1	0
Double horse, carriage and driver... 1	3	
Every horse and rider.....	5	
Every horse without rider.....	2½	
Every horned cattle.....	2½	
Every sheep.....	1	
Every hog.....	1	
Every foot passenger.....	2½	

The appointment of constables for the Town of York took place on April 16th, when Benjamin Cozens was "continued from the last year" as High Constable and ten others appointed to act under him. The only noticeable name besides that of Cozens is that of Alexander Legge.

The court adjourned on April 21st until May 5th, following.

When the adjourned sessions were opened on the date mentioned, there were many complaints made to the justices there assembled that statute labor was being avoided, no less than five persons appearing "to show cause why they had not performed their statute duty for 1809." Many excuses were made; eventually all the cases were adjourned until the 12th instant, when it was ordered "that Darcy Poulton be sum-



moned to attend the court." Mr. Boulton was Pathmaster, and the defendants had pretty generally agreed in their tale, that he, Mr. Boulton, had never warned them to attend their duties. However that may have been, when the 12th instant arrived Mr. Boulton gave an explanation which apparently satisfied the magistrate and the matter dropped.

The court met again on May 19th only to adjourn until July 7th, when the minutes record, "the April sessions were thus closed and the court adjourned." Thomas Ridout signs the record as Clerk of the Peace for the Home District.

The court once more assembled on July 10th, the justices present being Wm. Allan, Duncan Cameron, William Graham, Donald McLean and Archibald Thomson, esquires. There were no cases of any importance for trial, but on July 13th, "Hugh Carfrae presented his account for putting up the jail pickets, amounting to £60 15s. 0d. (\$243 00), which passed the sessions."

On September 1st when the sessions were held, there was the usual plentiful crop of complaints about statute labour not being performed. This appears to have been a duty very greatly disliked.

Upon application made by Colonel Givins to be allowed to do so it was ordered "that he be allowed to perform his statute labor for this year and the last upon the road leading past his house to the Humber." That would be on Dundas street, from where Ossington avenue now begins.

At the meeting of the sessions on October 9th the names of two new magistrates appear; they were Richard Beasley and Samuel Smith. The former is described in a York paper of this date as being "of Barton"; the latter was the well known Samuel Smith, who resided on the eastern banks of the Don. At this same meeting it was ordered "that directions be sent to the pathmaster for the west part of the Township of York, on the Humber, to warn Mr. Shaw and Mr. Givins to work their statute labor on the Humber road."

The court met again on Saturday, October 20th, Mr. William Allan being the only magistrate present, whereupon Mr. Ridout gravely records:—"By reason of no other magistrates attending, the court adjourned till Saturday, 3rd November next." The court duly met on the date named, when the minutes inform us:—"There being nothing to do the court adjourned for the Michaelmas term." There are no further minutes for the year 1810, so it is to be presumed there were no more sessions held in that year after those that have just been mentioned were concluded.

But 1811 was yet very young when the first sessions were held, and it is interesting to note that this is the first time the minutes contain any intimation as to where the meetings took place. It is mentioned that they "were holden at the Government buildings in the town of York."

At these sessions, opened on January 8th, Thomas Ridout, Esquire, appeared and "took and subscribed the oaths prescribed by law as a Magistrate." Mr. Ridout was subsequently unanimously chosen chairman of this august body.

At this same meeting was read the Lieutenant-Governor's commission to Stephen Heward, appointing him Clerk of the Peace for the home district.

It is amusing to note the precision with which every trifling detail was recorded in those early days. Mr. Heward "took the oath prescribed by law." This is all very well for a man like the clerk of the peace, but it provokes a smile when you read the same thing about someone who had just been appointed a pound-keeper or constable.

Mr. Thomas Ridout's resignation of the office of registrar for the County of York was presented at this meeting, "whereupon," the minutes gravely inform us, "the justices represented to his Excellency the Lieutenant-Governor of the vacancy, praying that he would be pleased to fill it by some fitting person as the law directed." The sessions adjourned until April 9th following.

But a special session had to be held more than a month earlier than the date named at the time of adjournment. This was held at the house of Duncan Cameron, Esquire, in the town of York, on Friday, March 1st, at 10 o'clock a.m., there being present besides Mr. Cameron and Mr. J. Ridout, John Small, another new name added to the list of the "great unpaid."

The clerk called the attention of the justices to, and read, a letter from Mr. Beasley, of Barton, complaining that two of the pathmasters in the township of Trafalgar had paid no attention to the orders of the court transmitted to them. The court ordered that these defaulters be summoned to attend a special Session of the Peace "to be holden at the house lately occupied by William Willcocks, Esquire," on March 15th following, to show cause why they had not complied with these orders.

The following extract from the minutes of March 1st, throws a strange light and anything but a pleasing one, upon the state of society in Canada at the date referred to. That slavery existed in the English colonies for many years later than 1811 is well known, but that it was actually in existence

in the Town of York, now the City of Toronto but little more than eighty years since will prove a surprise to not a few of those who will read this sketch. The extract reads thus:—"William Jarvis, of the Town of York, Esquire, informed the court that a negro boy and girl, his slaves, had the evening before been committed to prison for having stolen gold and silver out of his desk in his dwelling house, and escaped from their said master, and prayed that the court would order that the said prisoners be brought before said court for examination."

The prisoners were brought up accordingly, when it was ordered that "the said negro boy named Henry, commonly called Prince, be recommitted to prison and there safely kept till delivered according to law and that the girl do return to her said master."

The depositions taken in court respecting this matter were from William Jarvis, William D. Forest, Doctor James Glennan and Isaac Columbus.

When the ordinary meeting of the sessions assembled on April 9th, Mr. Samuel Smith took his seat as a magistrate for the first time. The grand inquest consisted of twenty-one members, among them being these subsequently well-known names: Stilwell Wilson. John Scarlett, Samuel Heron, Samuel Mercer, Joseph Sheppard, Patrick Hartney, John Denison, Joseph Cawthra and George Duggan.

The cases for trial were most insignificant, being chiefly for assault and battery, with as a matter of course complaints by the score against nearly every one liable to perform statute labor for neglecting their duties. The pathmasters in those far away times must have had anything but a bed of roses. First they had to warn the occupiers of land that so much work was required from them, then they had to get the work done if they could, and as they generally could not, they then had to bring the delinquents before the Court of Quarter Sessions. But even then their troubles were not over, for the court generally took a lenient view of the matter, possibly as every one of the magistrates were liable for statute labor themselves, "a fellow feeling made them wondrous kind" and those brought before them were generally let off if they promised to do the work.

What constituted an assault in those days? It would be very interesting to have that question answered, for pretty nearly every one seems to have been summoned before the Magistrates sooner or later for that offence. At these very sessions George T. Denison was summoned to appear for this crime, the prosecutor being one William

Mattice. The Grand Inquest, though, returned "no bill" and the minutes proceed to say "the said George Denison was accordingly acquitted." There are many yet in Toronto who remember this gentleman. They will not require to be told that the comments he probably made on the conduct of William Mattice in prosecuting him on a groundless charge made up by their vigor and heartiness for anything that they might lack in politeness or elegance of language.

But Mr. Denison was not alone, for Duncan Cameron, Esquire, (actually one of the justices) was indicted for the same offence, and "pleading guilty, was fined one shilling, which he paid to the sheriff in court."

They were intensely loyal in those days, though, for the Grand Inquest "from information received" made a presentment against Jesse Updegraff for—it causes us pain to have to chronicle such a piece of history—"having d—d the king and used other disrespectful language in the house of John McBride, on Yonge street." Jesse was ordered to be brought before the court on July 9th, following.

A minute of April 10th records the appointment of Dunca Cameron as Registrar of Deeds for the county of York, vice Ridout resigned.

Among the constables appointed at these sessions for the town of York, appears the name of Jesse Ketchum. Few men saw greater changes in Toronto than he did in his four score years of life. And it may also be said that very few men spent a long life with such complete unselfishness as he did.

At the meeting of the sessions called for April 29th there were three magistrates present, who, though, immediately adjourned until the following May 4th, there being as the minutes quaintly record, "nothing particular before the court."

When the Magistrates assembled on the date fixed among more trivial matters there was "laid before the court an estimate of the expense attending the repair of floor of the jail, which was approved and recommended that the chairman do apply to his Excellency the Lieut. Governor that he will be pleased to direct that the spike nails be furnished from the King's stores, as there are not any of the description required to be purchased at York."

The court at this same meeting also ordered that the assessment of rateable property in the Home District remain at one penny in the pound, which was the same as in the year preceding. The next meeting was on May 18th, when there was no business before the court, which accordingly adjourned for a



week. When they met again on May 25th, they appointed Mr. William Knott, keeper of the House of Correction, for the Home District. With the exception of the ever recurring complaints about the non-performance or ill-performance of the statute labor, nothing further transpired at these sessions worthy of notice. They adjourned on June 11th, not to meet again until July 9th. The latter date was that upon which Jesse Updegraff was to have been brought before the court for his disloyal expressions respecting his Most Gracious Majesty George the Third, but when this august body assembled their minutes record: "the bench warrant issued to take the said Updegraff was returned, as he could not be found." And he never was found, and very probably no one was one bit the worse owing to the fact that he escaped.

There were several paltry cases of assault and battery for trial at this date but nothing whatever of any general interest. The salary of the keeper of the House of Correction was fixed at £10 currency per annum, (\$40). This was very small certainly but probably the duties were equally light and as Mr. Knott was also keeper of the jail, he was not so very badly off.

The court did not meet again until October 8, the Magistrates present being Messrs. Thomas Ridout, Donald McLean, William Allan, Duncan Cameron, Richard Beasley, Samuel Smith, Richard Hatt and William Applegarth, the two last being new names.

William Warren Baldwin Esq. Junior Judge of the Home District Court, applied at these sessions to be allowed to open the District Court in the Upper House which was granted. The "Upper House" referred to means the chamber occupied by the Legislative Council now-a-days as the Senate. There was nothing of interest in the proceedings of any of the meetings of the Sessions until December 9th, when, before the magistrates then assembled, the clerk read this letter:

SHERIFF'S OFFICE, YORK, 4th Dec, 1811.

SIR.—I beg leave to state to you that the prisoners in the cells of the jail of the Home District suffer much from cold and damp, there being no method of communicating heat from the chimnies, nor any bedsteads to raise the straw from the floors, which lie nearly, if not altogether, on the ground. I have to request that you will represent these matters to your brother magistrates, and suggest that a small stove in the lobby of each range of cells, a rough bedstead for each cell, together with some rugs or blankets, will add much to the comfort of the unhappy prisoners confined, and, it is to be hoped will remove the grievance complained of to, sir,

Your most obedient humble servant,  
(Signed) JOHN BEKIE, Sheriff.

THOMAS RIDOUT, Esq.,  
Chairman O. S. Home District.

When this communication from the Sheriff was read it naturally caused a good deal of discussion and it was eventually ordered:—"That the treasurer do procure two small mettle (sic) stoves and pipes—and to furnish such bedsteads, blankets or rugs, as may be found necessary for the prisoners."

At the sessions which assembled on December 28th the following people applied for and were granted permission to open taverns in the town of York, viz.: William Smith, Junior, John Evans Joseph B. Abbot, Seth Cook, Andrew O'Keiffe, John Jordan, Joseph Hunt, Osborne Cox and Thomas Hamilton.

The fact that stoves were ordered for the jail has been mentioned already. They were so ordered on December 9th, but on February 18th, more than two months later, though the stoves were there, there was no fuel for them. On the date just named Mr. Thomas Ridout, in his capacity as chairman of the Quarter Sessions, signified to the court that the keeper of the Home District jail "prayed that the court would grant him firewood for the two stoves lately erected for the use of the criminals in the lobby of the cells." Eight cords of wood were then ordered to be purchased "for the use of the said stoves this winter."

The question of statute labor was again to the fore at the sessions held on April 18th, 1812, when among the many other notices in relation to the same subject it was ordered, to quote the exact words of the minute book:—"That Thomas Ridout, Esquire, do perform the whole of his statute labor of this year on Duke street opposite to his premises, or on any part of Duke street whereby he may be most benefitted." How very accommodating? But so long as the statute labor was performed and performed properly, it mattered not a jot whether Mr. Ridout excused his share on Duke street or anywhere else. The roads required so much to be done to them, and with all the statute labor, so little good was effected in their state, that so long as each occupier fulfilled his duties, whether in one place or another, it was sufficient.

Benjamin Cozens had for some time been performing the duties of high constable, but at these sessions Charles Baynes was appointed to succeed him in that office for the town of York. Among the constables appointed at the same time the name of Jonathan Caythra figures conspicuously. But a glimpse is afforded us by these minutes of the preparatory that were then being made all through Upper Canada for the impending war with the United States of America. Many of those who had been

appointed to serve as constables were excused, on the ground of their "being volunteers for the flank companies." Among those so excused were these:—Seth Cook, William Shaw, Robert Moore, Jonathan Cawthra, and several others, both in York and in the township of the same name.

When the court assembled on April 30th they had to consider a complaint made by Andrew McGlashan, of the township of York, that "Thomas Mercer, senior, of Yonge street, had shut up the public highway or road near to his dwelling house called Yonge street." The magistrates ordered Mercer to appear on the 9th of the following month to show cause why he had so acted. He duly appeared before the bench, who appear to have shirked adjudicating in the matter, for they ordered the complainants "to apply for redress to the surveyor of roads as the law directs."

A case of assault and battery preferred by one Philip Coady against James McNabb, at the sessions holden on July 14th, is worth referring to, as it was brought to an end eventually in a manner never anticipated by either prosecutor or defendant. When the case was called on it was stated that the defendant was then "on actual service with the flank companies at Niagara." The hearing was accordingly adjourned until a later date, but before that date arrived Mr. McNabb had fallen in battle and passed away forever from the cognizance of earthly courts and magistrates.

It is strange that at the sessions which assembled on October 22nd, no notice whatever was taken of the battle that had just been fought at Queenston, where the President and Commander-in-Chief, General Sir Isaac Brock, had fallen with the words "push on the York volunteers" on his lips; such though is the case.

A guard for the district jail was ordered at this meeting, but the court decided to defer to a future time the question of "the propriety of furnishing firewood and candles for the said guard." But eventually it was decided that they might "with propriety" be furnished, not only with fuel, but also with light.

On January 12th, 1813, an assault case was heard against three defendants named Hudson. One Simeon Morton was evidence for the defence, and after the jury had returned into court with a verdict of not guilty, he and one of the jury found themselves in a very "tight place." The story is both interesting and amusing and is thus told in the minutes:—"As soon as the jury had given in their verdict, Mr. Baldwin, attorney for the prosecution, moved that

Samuel Jackson, one of the above named jury, be taken into custody on an affidavit then made in court by John Bagell, crier of said court, for the following reasons, to wit: When said jury were going from the court house to the room prepared for them to retire to consider on their verdict, one Simeon Morton, defendant's witness, accosted said juror, one Samuel Jackson, in these words, to wit—"Mind your eye," to which said Jackson replied, "Never fear."

Upon hearing this charge the court ordered that these two men should enter into recognizances themselves in £50 and two sureties in £25 each to appear and answer for the alleged misdemeanor on January 16th, which happened to be the following Saturday. When that day arrived it is solemnly chronicled that:—"The court examined the parties accused of a contempt of this court on the 12th instant, and humbly pleading ignorance of anything meant, they were discharged from their recognizance."

When the magistrates assembled on January 25th, which they did pursuant to adjournment, no less a person than Mr. Quetton St. George was hailed before them to show cause why he had failed to assume the duties of collector for the town of York, to which office he had been duly appointed. Mr. St. George's answer was a very ingenious one, namely—that he had received no official notification of the fact that he had been so appointed, until he was called upon to answer the charge of neglecting his duties. Such a reply would be creditable even now to a certain illustrious statesman, whose replies to awkward questions are as mystifying as they are lengthy. But in the case of Mr. St. George the court went straight to the point, deciding then and there that the excuse was insufficient, and enquiring if he was willing to do his duty. Hearing he was not, they straightway fined him two pounds "for such refusal," and then proceeded to "name and appoint Stephen Jarvis, Esq., as a fitting person to serve as collector for the town of York." The court then adjourned *sine die*.

A special session was held at the offices of the Clerk of the Peace on February 13th, before Messrs. Ridout, Allan McLean and Alexander Wood, this being the latter gentleman's first appearance as a magistrate, when the chairman "laid before the court the affidavit of George Taylor Denison against Lewis Stiles, a petit constable of the town of York, for refusing to obey the orders of Alexander Wood, Esq., one of the magistrates above named, in a press warrant to press horses and sleighs to convey his Majesty's troops from this to the head of



the lake and Fort George, when to him directed."

"The said Lewis Stiles," the minutes go on to say, "having been sent for, appeared and said that he had formerly been imposed upon by Amasa Stubbins, one of the petit constables of York, before this year, and supposed "that when said Stubbins handed him the press warrant that he meant to impose the duty on him as he had done before, but that he was at all times willing to do his duty as constable."

The court having maturely weighed and considered Lewis Stiles' offence and defence came to the conclusion:—"That taking into consideration this excuse and his appearance of penitence, direct that he be dismissed." He was dismissed accordingly.

The following extract from the minutes relating to the jail, its keeper and its occupants, is given just as it is recorded:—"It is ordered that William Knott, the gaoler, be allowed for the last year ending the 10th April, 1813, the sum of sixty-two pounds ten shillings provincial currency for his salary in consequence of his additional trouble in having so many prisoners in his custody, but it is not to be a president for the amount of salary in future." The words "prisoners" instead of "prisoners" and "president" instead of "precedent" are so written in the original.

On April 27th the minutes contain this brief and painful notice: "N. B.—In consequence of the enemy having possession of the town of York, the court could not meet on the 27th April." No meetings were held indeed until June, when on the 10th of that month a special sessions was called for the purpose of hearing complaints that were made against John Jordan for refusing to have soldiers billeted upon him, and also against Nathaniel Hastings for purchasing military stores. The former was fined \$10 and the latter \$43, or to be committed to the Home District jail for the space of two months. Jordan paid the fine, but Hastings preferred to go to jail, and was accommodated according to his desire.

A petition was presented to the court at their meeting on July 17th, from James Crawford, for remuneration for ferrying soldiers and prisoners across the River Humber, and asking for an allowance for the same. The court were of opinion that the prayer of the petition could not be granted, it being for the ferrying of soldiers, prisoners of war, etc. This means in all likelihood that the court considered this was a charge rather upon the Imperial than upon the local exchequer.

In connection with the war of 1812, it

may be here mentioned that on July 24th, 1813, a communication was received from Secretary Edward MacMahon, addressed to Mr. William Allan, as treasurer of the Home District, directing that:—"A certain sum of money received from Mennonites and Tunkers amounting to £710 15 0 (\$2,843)—is completely without the control of the magistrates." It was directed that this money, which had been paid as fines for exemptions from military service by these sectaries should "forthwith be paid into the hands of the Acting Receiver-General." By a later minute it is learned that this direction was duly fulfilled, as were similar sums received from the same sources at subsequent periods.

On September 18th, in this same year, at a special session, the court took into consideration the "assizing and fixing" the price of bread in the town of York. At that time fine wheat flour was at two dollars a barrel. The court made this order, namely, "That for fifteen days from the date hereof every loaf of fine wheat bread, weighing four pounds, shall be sold at one shilling and eight pence, New York currency." That means that the price of a four pound loaf was as nearly as possible twenty and a half cents. A very trying matter it must have been for everyone, especially those who had large families and small means.

On the same date a resolution was unanimously adopted by the court to this effect, "that the Clerk of the Peace do write to the president through his secretary, for his honor's information, the decayed state of the Don bridge, submitting to his honor the necessity of a new bridge over the said river, to prevent accidents and delay in the communication." After passing this resolution the court adjourned sine die.

The court met again on October 12th and sat *de die in diem* until the 19th inst., but beyond the usual trivial matters there was no business before them of more than ordinary interest. They met again on January 11th, 1814, when several defendants appeared to answer to the charge of not lending their horses and sleighs when impressed for Government service. Some were fined, and others, having a good defence, were acquitted, while others were admonished not to let such a thing occur again. At the meeting of the sessions, held on March 19th, a letter was read from Lieut. Thomas Taylor, Fort Major at York, the contents of which were as follows:

YORK, 9th March, 1814.

SIR.—A military guard being required to do duty at the jail for the security of prisoners there confined, Colonel Stewart has directed me to apprise you of the inefficient state of

that place. The outside gate as well as most of the inner doors being without fastenings renders the securing the prisoners more difficult and indeed more doubtful than if they were provided with locks and keys. This circumstance has been reported to the gaoler for some time, but, no measures having been taken to repair them, the commanding officer considered it as incumbent on him to direct the same to be mentioned to you.

I have, etc.

(Signed) THOMAS TAYLOR,  
Fort Major.

This letter caused a considerable amount of discussion, and the decision finally arrived at was this: "That as the jail was taken possession of by the military, and is still in their possession, which excludes the magistrates from any authority, or access to it at present—and unless a proportion of the jail is given up to be at their disposal, with free access to it, they do not conceive that they have any right to expend any monies in making the necessary repairs."

The proceedings of the sessions held on April 25th, 1814, are of the greatest interest. No less than six magistrates were present. As soon as the court was opened Colonel Stewart, commanding officer at this station, (York) attended and produced a letter to him from C. Foster, the military secretary, to the President, General Drummond, who was also commander-in-chief of his Majesty's forces in Canada, dated Kingston, April 13th, 1814, and also a proclamation of the President declaring martial law to be in force throughout the province of Upper Canada, as far as relates to the procuring of provisions and forage for the same forces. And whereas it is requested in said letter, that prior to the putting of the said law in force the magistrates should affix a fair and equitable price to each article of produce, provision and forage, at which the same should be sold and delivered. The court thereupon decided at once to issue a list of prices for the articles named above, which was as follows:—

Article.	Delivered.	At Farm.
	£ s. d.	£ s. d.
Flour, per barrel . . .	3 10 0	3 0 0
Wheat, per bushel . . .	10 0	10 0
Peas, per bushel . . . .	7 6	6 3
Barley, per bushel . . .	7 6	6 3
Rye, per bushel . . . . .	7 6	6 3
Oats, per bushel . . . . .	5 0	3 9
Hay, per ton . . . . .	5 0 0	3 15 0
Straw, per ton . . . . .	3 0 0	
Beasts on foot, per cwt 2	5 0	
Slaughtered, per lb . .	7½	
Pork, salted, per bbl 7	10 0	
Pork, carcasses . . . . .	7½	
Mutton, per lb . . . . .	9	
Veal, per lb . . . . .	8	
Butter, per lb . . . . .	1 3	
Bread, 4 lb. loaf . . . .	1 6	

These prices were ordered to be posted in a conspicuous place, and the Clerk of the Peace was ordered to at once send a copy of them to the President's secretary, which was accordingly done.

On April 30th at the sittings of the court a rather serious matter was brought before the magistrates, an information being laid by Captain Daniel Washbourn, of the Incorporated Militia to this effect:—"That one Charles Ward, a private in His Majesty's 19th Regiment of Light Dragoons had used threats against his life, and the said Ward being then a prisoner in court. Ordered that Captain Washbourn do prove the charge against the said Ward." Witnesses were then brought forward to prove that Ward had spoken to the following effect, Duncan McCrimmon testifying that: "The prisoner Charles Ward, at the house of William Smith, innkeeper, last evening, used threats against Captain Washbourn to wit: 'that if ever he was in action with the enemy when he could get a chance to kill Captain Washbourn he would do it, for he was a d—d rascal, and many other expressions to the same effect and meaning.'" Other witnesses were called who testified to the same effect, the result being that Ward was convicted. It is amazing to learn that the only punishment inflicted upon Charles Ward was that he was bound over in merely nominal recognizances to keep the peace towards all his Majesty's subjects, and especially towards Captain Washbourn. A greater miscarriage of justice it is almost impossible to conceive. Had Ward been tried by court martial, as he ought properly to have been, his sentence would have been a very severe one.

At the Sessions which assembled on June 14th Mr. William Jarvis took his seat as a Magistrate for the first time. At those which met on July 12th Messrs. William Chewitt and Samuel Ridout were also added to the bench.

There was nothing of any moment from this date until the sessions which assembled on April 11th 1815, if we except the fact that one prisoner convicted of larceny was ordered to stand in the pillory for the space of one hour.

At the opening of the sessions in April, the commission being opened and read, the following proclamation was read—

"Oyez, Oyez, Oyez. You, David Hill, late of the township of York in the Home District, laborer, by virtue of his Majesty's writ of exegat issued against you, you are demanded to come forth and appear to answer to a bill of indictment found against you for High Treason, otherwise a judgment of outlawry will be had against you."



Samuel Jackson was likewise proclaimed for a similar offence."

On April 22nd the Magistrates took into consideration the regulations for a market in the town of York and unanimously agreed to the following rules:

1st—That a market house having been erected, the same shall be the place where butchers' meat, butter, eggs, poultry, fish and vegetables shall be exposed for sale. 2nd—That every day in the week, excepting Sunday, shall be market day. 3rd—That no person shall sell any of the above articles on said market days excepting in the market place between the hours of 6 a. m. and 4 p. m. under a penalty of fifteen shillings.

There were a great many other regulations, and Benjamin Cozens was appointed clerk of the market to see them duly carried into effect.

On July 22nd an affidavit was made by Thomas Hamilton, deputy collector of the town of York, that the following persons, namely, Leonard Kellogg, Samuel Brush, Henry Carswell and William Collins, all citizens of the United States of America had offered for sale in the town of York, goods and wares, etc., as hawkers and peddlers. This was an offence against the law, and summonses were issued against the four persons named above. They duly appeared, and Kellogg practically pleading guilty was fined £25, and to remain in custody of the sheriff until the fine was paid. Carswell was also convicted and similarly fined. Brush and Carswell were acquitted.

There was nothing of any importance at any of the various sessions held until that which assembled on April 27th, 1816, when Jonathan Cawthra appeared for the court and informed the magistrates that he preferred paying the fine to performing his duties as town clerk of York, an office to which he had been appointed. He was accordingly fined two pounds currency and costs, which fine was, the minutes record, "paid to the treasurer in court and costs to clerk." Jordan Post, jr., was then appointed town clerk in place of Jonathan Cawthra, and duly notified thereof.

The famous Home District Grammar school and its affairs occupied much of the time of these sessions, a minute of the 27th instant recording as follows:—

"On consideration of the petition of the Honorable and Reverend Doctor John Strachan D. D., teacher of the District Public schools and the documents accompanying, ordered that out of the funds of the district unappropriated, the sum of £200 be immediately placed at the disposal of the Honorable and Reverend

Dr. Strachan for the purpose of aiding in the building of the school house for the Home District in the lots appropriated for that purpose by the Government, and that the further sum of £200 be appropriated for the same purpose out of the funds to come into the hands of the district treasurer for the uses of the district in the year 1817. Also that the sum of sixty pounds be paid to the said Honorable and Reverend Dr. John Strachan as a remuneration for monies advanced by him for rent of various rooms for the school purposes, and that until a schoolhouse shall be erected, the rent of a school room be paid out of the district funds and that the treasurer be hereby authorised to pay the above sums.

Ordered "that the chairman be instructed to acquaint Dr. Strachan with the above resolution."

At the sessions assembled on October 16th, 1816, a prisoner convicted of petit larceny was sentenced to one month's imprisonment and at the expiration of that period to be whipped in public, receiving thirty nine lashes ("forty stripes save one") and then be discharged. Among the new names added to the commission of the peace at this period are those of Stephen Jarvis, George Playter, Grant Powell and William Chewett.

In the next year when the court met on April 17th the Grand Jury presented a bill of indictment against Allan Napier McNabb for sending a challenge to Robert Nicholl to fight a duel. Mr. McNabb was ordered to enter into recognizances to answer the charge at the next court of Oyer and Terminer.

These reminiscences may fitly conclude with the following amusing account of a charge preferred against one William Ostrum at the sessions which met at York on the 17th May, 1817.

"William Ostrum, a citizen of the United States, now of Pickering, was brought before the court by a warrant signed by William Allan, Esq., for drawing a picture with the representation of a lion (sic) with a crown, and an eagle hovering over him, with the crown in his beak, chastizing (sic) the lion (sic) in derision of the Government of this Province.

"Ordered that William Ostrum for publishing a seditious libel be referred to the Commissioners under the Alien Act. Also that John Majors, of the township of Pickering, farmer, who it appears to the court was present and prompted the said Ostrum to draw the picture above named, shall enter into his recognizance forthwith for his good behavior, for twelve months from the date hereof, himself in the sum of £100 and pledges in the sum of £50 each.

and that the parties do pay all costs, which they done as follows: Recognizances, John Majors £100, Abram Lossee £50. Conditions; that John Majors be of good behavior towards all his Majesty's liege subjects for one year from the date hereof."

The minutes after this present little matter for comment. What is of general interest has been spoken of in previous articles in the Landmarks.

#### CHAPTER CCLXIV.

#### THE WOOD CORRESPONDENCE.

**Mr. Wood and the Early York Residents—Dr. Strachan's Saying, and Opinions—An "Officer and a Gentleman"—An Acrostic.**

Mr. Alexander Wood, to whom the following letters on business politics and various other matters were written, was a well-known citizen of York in the early years of the present century. His residence and place of business was on the north side of King street, near Frederick street, not far from the first brick house ever built in Toronto—that building now occupied by the Canada Company.

Mr. Wood had a very large acquaintance and was greatly respected by men of all shades of political and religious opinion.

As will be seen, the letters cover a long and eventful period in the history of the upper province. The first is in French, and was written by Mr. Quetton St. George on a purely business matter, though there is a touch of humor in the sentence, "*Je le prendrai avec plaisir vu que les sauvages m'en demandent a tout moment.*" The letter runs thus:—

"WINDHAM, 7, 8, 1801.

"MONSIEUR,—

"*Si vous avez encore de cette flanelle blanche, je vous prie m'en envoyer 24 ou 30 verges, ou si vous voulez m'envoyer le restant de la piece. Je le prendrai avec plaisir vu que les sauvages m'en demandent a tout moment.*

"*Envoyez moi, aussi, 10 a 12 verges ratinnee blanc, bleue ou brun, la couleur ni faire rien: qu'il soit de la meilleur marche que vous aurez dans le cas, ou vous en auriez pas. Je vous serai infiniment obligé de m'en acheter cette quantite chez un de nos voisins.*

"*Je ne compte pas aller a York avant le 15 Novembre, vu que je vais parti pour aller loin dans les terres. J'ai, &c.,*

"QUETTON ST. GEORGE."

"ALEXANDER WOOD, Esq."

Mr. St. George in his letter ordered at least 24 yards of white flannel and ten or twelve yards ratteen, and told Mr. Wood he could not be in York until the November following, his letter being written in August.

The next letter in the series is brief and business-like. It is from Colonel Givius, and reads thus:—

"GARRISON, Jan. 13th, 1802.

"DEAR SIR.—Please to make out my account with you, as I wish to see how we stand. Ycurs, J. GIVINS."

From the date of Colonel Givius' letter in 1802 until April 7th, 1806, covers a period of more than four years, during which time Mr. Wood's correspondence was very large, but as all, or nearly all, of the letters refer to private family matters and possess but little general interest they are not quoted.

Mr. Wood was a great friend of Dr. Strachan, the first Anglican Bishop of Toronto, who in 1806 was a schoolmaster and clergyman at Cornwall. He also transacted a good deal of business for him. Under date "Cornwall, April 7th, 1806," Dr. Strachan thus writes:—

"My Dear Sir—I received both your favors per Messrs. Cust and Sherwood. I have no letters from Scotland for some time and I seldom get much news. My mother finds too much labor from her advanced age in writing long letters. One of yours from Mrs. Paterson, in point of intelligence, contains more than a dozen of mine. \* \* "

Mr. Wood had evidently asked Dr. Strachan to send him some of his sermons to read, for after referring to other matters the doctor thus proceeds:—

"In regard to the perusal of my sermons, the only objections I can have is that I seldom have more than one copy, of which the writing is very indifferent and full of corrections. I commonly write my sermon on the Saturday and preach it on Sunday and as my ideas rush rapidly forward my hand is unable to write them quick enough, which occasions my slipping out words, and this, added to my closeness of writing, would make it difficult for anyone to read them but myself."

"I may get two or three copies out, however, or if you promise me a good subscription, I may publish a volume. I write always from my own reflections, and seldom have any other book on the table but the Bible, when composing them. I am not afraid, therefore, of being called a plagiarist, and that I believe is the principal merit which my sermons possess, and it is a merit of a very doubtful kind. I laid down two rules for myself when I began to preach, which I have rigidly observed: First, never to preach any sermon but my own; second, never to preach the same sermon to the same congregation a second time, during the first seven years at least. The first rule makes me think for myself, the second is an antidote to laziness. I have now about two



hundred sermons in manuscript, all written by my own hand. I shall show you a dozen or two of the best, when you come to see me.

"The bill you sent me came safe. The House have done wonders this year, and evinced a spirit of enterprise and improvement, from which we may augur favorably in their subsequent deliberations. The bill they have passed for purchasing the articles necessary to illustrate a course of experimental philosophy certainly does them infinite credit, and will be of great advantage to the youth of the province. No kind of studies enlarge the mind so much as investigations into the works of nature, for the farther we advance, and the more accurate our deductions, the more we are convinced of the perfection of that Being who created the whole.

"I was going to continue my examination of Thompson's *Castle of Indolence*, but could not lay my hand upon the place in my commonplace book, where I had marked the stanza at which I had stopped, but I shall resume it in my next.

I find an agricultural and commercial society instituted in your city. I do not comprehend their object very clearly by their resolutions, as they do not go sufficiently into detail. The advantages to be derived from such societies, when conducted with spirit and liberality, are great; everything depends on the strength of the Friends and activity of the members. I regret Burns, but his death was to be expected. He was a man, as far as I could judge, of an excellent heart, and most unquestionably of great medical knowledge and general information. When he was here last autumn I never expected to see him again. He was then much reduced, so weak as not to be able to dress himself or to bow his body towards the ground. If you have Beattie's poems and will send me the perusal of them I shall engage to send you two or three stanzas of the *Minstrel Continued*. I hope your party work ceases as the spring advances. I am, my dear sir,

"Always Yours Sincerely,

"JOHN STRACHAN."

In the foregoing letter the Burns referred to was Dr. David Burns, at one time a naval surgeon, afterwards Clerk of the Crown for Upper Canada, being the first holder of that office. He was also one of the Masters in Chancery. There was an obituary notice of Mr. Burns in the *Gazette and Oracle*, published on February 15th, 1806, from which the following short extract is given:

"He thought and acted but for public good; His reasoning pure, his mind all manly light, Made day of that which else appeared as night; In him instruction aimed at this great end: Our fates to soften and our lives amend."

Dr. Alexander Burns, of the Queen's Rangers, was of another family, though he is sometimes mistaken for David Burns.

The next letter in the series is also from Dr. Strachan. His remarks on himself and his political proclivities are most interesting, especially read as they are now by the light of later events. The letter is dated

"CORNWALL, June 13, 1806.

"MY DEAR SIR,—Our friend, Mr. Auldjo, delivered me your favor in person, and I am glad to find that you have had no return of your enemy, the ague, this spring. I must confess that I am under a sort of engagement to pay you a visit, and I should perform it with the greatest pleasure were you anywhere but at York, which of all places, I am told, is at present the most disagreeable in the province. Were it possible for me to remain in your hospitable mansion without once stirring out, I believe I should endeavor to see you this fall, but as that cannot be done, I am afraid that I must put it off till a Governor makes a peace between your parties. You will naturally say that I have no connexion with either; very true, but I should not be at York three days without giving offence. But you will say, what need I care? Why very little, but as I go to enjoy myself, it might tend to interrupt this enjoyment. The lake is another barrier; I am always sick, and altho' I am not afraid of death, I cannot relish a fit of sea sickness. Whether I shall shut myself up at home, pursue some literary scheme or travel through the country, I have not determined, nor have I taken an oath not to visit York, tho' I do not think that I should reap the same satisfaction that I would do were I visiting you alone. But to have done with this.

"Dr. McAulay wrote me that you were to remit me fifty pounds sterling on his account, but before I had notice of this, I had drawn upon the doctor for thirty pounds currency. I will thank you therefore to send me no more than the remainder of the fifty pounds sterling, after deducting thirty pounds currency, which you will remit to the doctor himself, who may have been put to inconvenience perhaps in paying my bill, as he had made this arrangement. I send you my salary bills and certificates to get signed. I will thank you to get them done at the time, as I shall be in want of money soon, for I have some payments to make early next month. I am always giving you a great deal of trouble without any remuneration.

"We have heard of so many different Governors that it is impossible to say who shall come with certainty till he make his appearance. I am glad to think, however,

that it is likely to be a civil governor. The union of the civil and military departments is seldom beneficial to any country—particularly to a colony. In a new country like this there are so many improvements to be made and so many useful regulations to be adopted, as call for the whole attention of the Governor. The disadvantage is that our Governors are commonly more anxious for the improvement of their purses than of the Province, and this is the case in all colonies, because certain fees are commonly annexed to their office and they are careful to exact them. The Bishop, it is said, returns, but what he has done I have not learned. It is reported that he has procured a sum of money to build a palace. The death of Mr. Pitt would derange his measures, for the new Ministry, it is probable, would not be so propitious. He wished to place his Cathedral at Quebec upon the same footing with those of England, a measure which might have given dignity to our establishment, and would have consequently been of use. He desired also, I believe, to procure some increase to our salaries, in which you may be sure we cordially wished him success. I find a chance of sending this, and shall conclude by telling you that I still think myself your debtor for a letter on Thompson, which I will discharge in a few days.

"I am,

"My Dear Sir,

"Always Yours Sincerely,

"JOHN STRACHAN."

There is in the latter end of 1806 a very brief note to Mr. Wood from J. Cameron, which tells its own tale:—

"YORK, 1806.

"DEAR SIR,—If you can communicate any particulars of the early life of the late Mr. Elmsley I will thank you most particularly, as in this week's *Gazette* I propose giving a short sketch of it.

"I am yours, etc.,

"J. CAMERON.

"A. Wood, Esq.

"Wednesday morning."

Mr. Wood acted in many different capacities, as is evidenced by the following letter:—

"YORK, 17th June, 1806

"SIR,—Agreeable to the desire of Mr. Robert Nichols, as expressed in his letter of the 3rd inst., I enclose you Mr. Russell's set of exchange of this date for eight hundred and forty-three pounds, fifteen shillings, sterling (equal to £937 10s 0d Halifax currency), which I have endorsed over to Parker, Gerrard, Ogilvy & Co., for his account, which sum is in payment to Mr. Nichols for five hundred barrels of flour

furnished for the service of the Government.

"I am, Sirs, Your Most Obedt. Servt.,

"JOHN MCGILL,

"Agent for Purchaser.

"Alex. Wood, Esq., York."

The next letter to Mr. Wood is of an entirely different nature, being from Dr. Thom, an army surgeon then stationed in Niagara, but who had formerly been in York.

"FORT GEORGE, 5th October, 1806.

"DEAR WOOD,—I am extremely sorry to find you are like to have a relapse of your former disease. From the symptoms you now describe and what formerly took place during my attendance, I have no doubt in saying it is owing to a fullness of the vessels of the brain and which will be removed by blood letting and cathartics applied immediately. However, in order to prevent a recurrence of the disease I would advise you to have a seton put into your neck and continued for some months, upon healing of which it will be necessary to get your head shaved and in future wear a wig. This last to you who value your hair will seem hard, but I hope you regard health, the greatest of blessings, more than appearance. As it will be necessary for you to apply to one of the medical men to put in practice the remedies I have mentioned to you, if their opinion does not coincide with mine, I shall be happy to hear from them and will explain to them more fully than I can to you, my opinion of the seat of the disease. In order to prevent a relapse I would advise you to use a good deal of exercise, leave off reading in bed and induce everything that obliges you for any long period to have your head lie on your neck as in writing. Your stove—have it removed from so near your desk. As I know you can always pass your evenings in society pleasantly I should advise you to cultivate it, and to enter into every amusement you possibly can.

"Elphinstone has got a company in the Cape regiment; of course, we will lose him. I look forward to pass a dreary, dull winter here. Everything seems to run contre (sic.)

"Remember me to Mrs. Powell and family, and wishing you a speedy recovery, believe me to be, yours sincerely,

N. THOM.

"A. Wood, Esq."

The next two letters relate to a controversy Mr. Wood had with Lieut. Bullock, of the 41st Regiment, who some years later was Adjutant General of Militia for Upper Canada. Mr. Wood had written the gallant soldier on September 17th, 1806, and just four weeks later received the following reply:—



"CHIPPAWA, 13th October, 1806

"SIR.—I received yours of the 17th ult., with my account for the house I rented in York. Considering the very great expense and trouble I was at, and the improvements made by me on the premises, I really did suppose that some abatement would have been made in the rent. However, I enclose you a set of bills on Messrs. Greenwood & Cox, London, for £26 1s 4d sterling. The balance, which is £8 19s 3d Halifax, I will thank you to pay to Mr Quetton St George. I have given him an order on you to that effect. I will trouble you to give Mr. Sheriff Willcocks a receipt for me for the rent. I have given him full power to dispose of the crop I left in the garden, or anything else left by me on the premises.

"I cannot help remarking the advantage you took of my absence, in making so very an extraordinary charge against me, to my son, for glass, keys, etc., etc. This is not using me well, or doing justice between man and man; I assure you I did not expect such treatment from you. I can with truth assert that during the time I lived in the house I expended upon it, and the premises, much more than the amount of the rent, besides my own fatigue and trouble, and I am confident that no other person would have made the frivolous charges that you have, some of which are erroneous, particularly the keys to the parlor doors, none of which I received. As to the panes of glass, I should suppose you have charged every one that had the least crack in it, there being only two wanting when I left the house, and there were several cracked when I first went into it, which I have no doubt but you will recollect.

"I am, Sir, Your Most Obedient Servant,  
"RICHARD BULLOCK.

"ALEX. WOOD, ESQ"

Mr. Bullock, as will be seen by his letter, was quite willing to insult Mr. Wood and ask him for a loan in the same breath.

Mr. Wood's reply to the foregoing anything but courteous communication was both dignified and business-like, and was as follows:—

"NIAGARA, 29th October, 1806

"Lieut. Bullock, 41st Regiment.

"Sir,—I was not a little surprised on perusing your strange epistle of the 13th current received by me at York on Sunday morning, and which I should have answered ere now had I not made up my mind to cross the lake.

"Your illiberal and unjust remarks I might pass over in silence, satisfied in my own mind that you will on mature deliberation find yourself mistaken or misinformed, knowing also that my name and character

are well known in these provinces, so that I dread no imputation from the hasty formed opinion of a stranger, but I think it my duty to you as well as myself to represent things as they really are, and leave you to judge of them as you think best.

"On my arrival from Lower Canada I was told that you had gone to Niagara and that Capt Taland was in your house, this though not exactly agreeable to the strict terms of a lease, I did not find fault with, nor did I at any time ask Capt. T. by what authority he accepted the premises, nor did Capt. T. think it necessary to mention to me that he had left.

"Your son kept the keys of the house till a day or two before he left York, when, if he has represented the thing correctly, he will inform you that I did not receive the premises till he went with me in person. We inspected the house and I believe he will do me the justice to say that I did not count a single pane of glass that it will not be necessary to replace with a new one, and that more than six or eight cracked ones were overlooked. With respect to the keys, you are under a mistake and which may be cleared up by applying, to Mr. Stuart, from whom I received them in a bunch, and if you please to consult your memory it will recur to you that on meeting you opposite to the Ball alley I returned with you to town where the keys were, and we looked at the house together. The keys I then left with you, and I believe every key belonging to the house except the outside door of the cellar.

"When you took possession of the property I explained the situation in which it is held and the impossibility of making any repairs or allowing for any improvements. I certainly deviated a little on your representing the uncomfortable state of the rooms from smoky chimney, and for my pains I am to have the honor of paying for the expense of altering them. This and other pleasant things will certainly be an inducement for me to accommodate strangers in future, particularly when the only advantage I am to reap is trouble and insult.

"Your bills I now return, not finding it convenient to furnish money for them. Probably some of your friends on this side will discount them, or you may find it convenient to draw up a set for the exact amount of the rent, say eighteen pounds sterling.

"I expect to be here some days.

"I am, Sir,

Your Most Obt. Servant,

"ALEXANDER WOOD."

Towards the close of the year, in November, Mr. Wood received another communication from Dr. Strachan, which deals with

a good many different matters; among others, Mr. Wood's health is referred to. It will be observed that the Doctor of Divinity and the Doctor of Medicine previously quoted agree as to the treatment Mr. Wood should receive.

Doctor Strachan's expression, "cuts you off from the converse of the dead," used in referring to Mr. Wood's health, is both original, and striking from its originality. The acrostic on Mr. Wood's name is amusing, but that is about all that can be said for it.

"CORNWALL, Nov. 26th, 1806.

"My Dear Friend,—

"I have been alarmed by accounts of your bad health, but I hope you are better. Capt. McDonnell tells me you had gone to Niagara. It appears to me that a seton in your neck might effect a cure. Mr. Paterson, who was very bad with a similar complaint, finds himself much recovered since he had an is-ue. I wish I was near you to entertain you in these long evenings, when your health cuts you off from the converse of the dead.

"Mr. Mitchell has sent me Beattie's poems as you desired him. I shall in the course of the winter attempt a few stanzas in continuation, but I despair of coming near the original. It will be their foil, or like Nebuchadnezzar's image, clay feet to a golden head. The doctor's son was a most amiable youth, but the productions of his which the fond father has published by no means equal the praise bestowed upon them. I saw this 'Life' soon after it was written by the Doctor, and as far as I can remember the pieces written by his son were more numerous. A few copies only were struck off for particular friends. Montague, the second son, with whom I was in the habit of the strictest intimacy for several years, had a copy, of which I had the perusal.

"I send you my bills and certificates in case another opportunity should not offer. Our half-pay officers have been obliged to send an express to make some returns to the Governor. The enclosed letter to a Mr. Mitchell, who lives at Mr. Hamilton's, I will thank you to forward as soon as possible. It contains a couple of letters of recommendation, which may be of great use to him, as he intends going to Jamaica. I hope they will reach him before he sets off:

Arise, O little throb of life,  
Laying pressed with ruthless woe;  
Encourage'd meet the baleful strife,  
'Xult to ward the threaten'd blow;  
And sweet content shall damp thy foe;  
Never can the daring mind  
Desiring reason's purest light,  
Evils in life's journey find  
Resistance to its growing night.

With ardent hope it soars on high  
O'er all these evils to the sky;  
O, may such hope to thee be given,  
Diseased tho' thou be, thy thoughts shall  
rest in Heaven.

"As I have some facility in making lines, I stopped to make an acrostic on your name for your entertainment, but it hindered me nearly an hour, and I had only allowed quarter of that, but the letters are perverse, the X plagued me much, and then there is an odd letter. Behold what difficulties I had to surmount before I was able to make this mixture of sense and nonsense, but if they please you a moment I shall be satisfied. I wrote you by Mr. Chewett, who has been some time in York; apropos I send you a bill of his on Mr. Wyat, which I hope will be paid when due. If I find anybody here wishing to send up money to York I may draw upon you for the amount of my salary, and Chewett's bill, taking care to remember the income tax and two per cent. discount besides, which I find from experience to be the price in Montreal, but of this I shall advertise you by the December mail. It is not certain that any person can be found indebted in York. The man waits and I must conclude. I hope you are better. I am, my dear friend,

"Yours Sincerely,

"JOHN STRACHAN."

Mr. Wood received a further letter from Dr. Strachan early in 1807, and it is the only one in the correspondence dated in that year, though from internal evidence contained in subsequent letters it is evident that the doctor wrote others, which have, unhappily, not been preserved.

The first portions of this letter require no comment; they explain themselves. In the passages referring to Mr. Mitchell the Mr. H. mentioned was Mr. Hamilton, of Niagara. Every reader of Canadian history will know who is meant by "this turbulent judge" in the concluding sentences of Dr. Strachan's letter, and everyone will agree with his conclusion that a judge should be "a peacemaker, a composer of difficulties."

"CORNWALL, 29th Janua'y, 1807.

"MY DEAR FRIEND,—I received your excellent letter of the 17th last with a mixture of regret that we are not nearer, for it appears to me that our sentiments agree almost upon everything; certainly upon all the topics that we have happened to touch upon. You will admit that your situation is in point of society much superior to mine when I tell you that there is nobody here that I can with any propriety de-ominate my friend. Neither their manner, nor acquisitions, however good they may be in other respects, can admit of it. Yet such is the strength



of my spirits that I bear up against it, and seldom allow myself to think seriously about it. When I feel my spirits getting low I fly to study, and after an hour or two application I feel recovered.

"You will tax me with indolence when I tell you that except spending a little thought (as yet to no purpose) I have done nothing to my intended scheme. I will not give it up, though I may be some time before I begin to write, as I wish to have maturely weighed the materials. I had been seriously employed on a prose business, of which I shall give you an account hereafter; and I have begun to write a bagatelle, the general outline of which I shall draw in my next, in order to ease my thoughts, before I commence the continuation of the Minstrel. You see I communicate my schemes to you as to a brother. The truth is, that were it not for these pursuits I should get low spirited and perhaps disgusted with my double labor. The time, however, which I have to bestow upon those matters is exceedingly circumscribed. I meet with a vast number of interruptions from people connected with my boys, and lately I have been much occupied with the distresses of one or two families in this village.

"I am glad you have sent my letter on to Mr. Mitchell. I hope he received it before he left Mr. H. His situation was very disagreeable there and he wanted energy, or was afraid to resist bad treatment. It astonishes me that a man of so much sense as his would allow his children to be ruined through a ridiculous compassion; as for the lady, I do not wonder. Those who know not the value of a thing cannot appreciate their misfortune in its loss. The pride of both these people is a legitimate subject of ridicule and by attending less to ceremony than they deemed necessary, I lost some of my popularity at Queenston. I must confess, that with the sincerest desire to please, and to pay every deference and respect that is, or appears to me, justly due, I am apt to be a little refractory to assumers, and feel disposed to nettles them a little, when it can be done without trouble or rudeness.

"I begin to fear that I must remain here and to give up all thoughts of going home, for, in the first place, I do not see that ever I shall be in a condition to go with a genteel independency, and without this I will never go, unless on a visit—besides, after an absence of ten or twenty years, one finds his friends much altered; they have not the same warmth of affection. Their opinions and sentiments are strangely different. Not that they are in reality more changed than we are ourselves,

but we perceive it more. We change very much in the course of a few years; it is indeed by degrees so very imperceptible that we do not often observe them, but the alteration is not the less certain. You will observe that I say nothing of the havoc which death has made among our friends, and how few of them remain in the places where we left them. Those considerations may afford us a kind of negative consolation, because they may discover to us that we should not increase our happiness by going home so much as we commonly think.

"Dr. McAulay tells me that he has desired you to remit me twenty pounds. I hope his notice came in time to enable you to send the whole by the post. His son John, with Mrs. Elmsley, arrived safe in England. They were, it seems, in some danger. On the banks of Newfoundland two suspicious vessels appeared, but after hovering about them for some time they made off. When near the British coast a vessel came towards them, and they prepared for action. Poor Mrs. Elmsley was put into the hold, and all was ready, when the supposed enemy hoisted English colors.

"The fame of your election extends to this remote part of the province. It seems to have equalled Westminster. If this turbulent judge proceed in the manner he has been doing, the peace and harmony of the province will be destroyed. His conduct astonishes me the more as his situation points him out a peace-maker, the composer of difficulties. I question much whether a British judge be eligible to sit in the House. To whom in case of legal difficulties shall the Houses apply for advice if the judges become parties? You see we enter a little into your politics. In truth the discontent which this man may very easily raise will render the situation of every respectable man in the province much less agreeable. I am, my dear friend,

"Yours Faithfully,

"JOHN STRACHAN.

"Alex. Wood, Esq."

The letters from Dr. Strachan dated January 11th and February 3rd, 1808, possess very great interest as giving sound insight into the state of feeling which existed in Canada prior to the breaking out of the war of 1812.

"CORNWALL, 11 January, 1808.

"DEAR SIR,—In my last, I troubled you with business and you find me now inquiring whether it be done; so that you seldom see my pot hooks without some additional call upon your good temper. Well, a good temper is better than good nature, because the former commonly proceeds from a good judgment and strong reason, the latter is

commonly constitutional. Your inoffensive good sort of folks have no feeling; they are not angry when insulted because they do not know that they have been insulted. They are not agitated by a disappointment, because they can hardly elevate their minds to a state of expectation.

"We are plagued with rumours of war. To-day it's declared, to-morrow we have peace; however, a short time must determine us one way or the other. Nothing can be more despicable than the conduct of the American Government. They are quarrelling with the only free Government on earth, although they must be sure that were England to fall, they must become a province of France. What a monstrous coalition will democracy and despotism make. After this the most opposite things may be reconciled. Our Militia have behaved well everywhere; here we have one hundred and two choice men. The whole attalion offered their services. Our neighbors will not find it so very easy a matter to conquer us as they supposed. I believe I sent you in a former letter some account of Buonaparte's confession in three books, and the arguments of each book.

#### BUONAPARTE'S SOLOLIQUY BEFORE CONFESSION

Devout Caperna surely must be right,  
His glowing words my throbbing soul affright;  
Alas! my numerous crimes begin to rise  
In hideous hues before my swimming eyes,  
Arrayed in splendid robes, the sly crowd  
Think mighty kings possess the sovereign good,  
But little know they of the raging fires  
That tear my breast and nourish fierce desires:  
And what proceeds from all my cruel wars?  
A place which solid happiness debars.  
Can growing power reward the cancerous care  
That turns the troubled mind to blank despair  
On racks I lie, all hopes of pleasure give,  
The beams of joy avoid a monarch's throne;  
No bosom friend attends, no social joys—  
Revenge or anxious tear my time employs.  
Why stand I doubting? Yes, I must confess  
To Pius' tender care my dismal case;  
The Father's gentle remedies may cure  
The parching flames my spirit can't endure.

"I believe I shall change the measure and write the whole over again.

"Yours, My Dear Sir, Ever,

"JOHN STRACHAN"

An allusion is made to Napoleon's having consulted the Pope in the lines—

"I must confess  
To Pius' tender care my dismal case."

Succeeding Dr. Strachan's epistle of Jan. 11th is another from the same writer dated February 3rd. The circumstances alluded to in the ode to Jefferson, which is contained therein are now very ancient history, but it is none the less interesting to read how these matters were viewed by one who like Strachan was a keen observer of men and things in general.

"CORNWALL, 3 Feb. 1808.

"MY DEAR FRIEND:—I have been favored

with your two agreeable letters, the last of which, dated the 15th came very opportunely. My sending the Power of Attorney without executing it was indeed very foolish, but when will poets be wise? I now send you another with all its appendages and one to sign John Robinson's indentures for me, if you will take the trouble. I am sorry the young man appears shy. His situation is not the most eligible on the whole, but it was the best I could get for him at the time.

"The sound of war appears to blow over a little but as politics in prose are not worth sending I will mount my Pegasus in the manner of Peter Pindar.

To Mr. Jefferson. —

Oh, Great Philosopher, a Rhymer prays  
A moment's notice of his rustic lays.  
Thy glorious acts afford him matter  
For some harmonious cheerful little odes  
And Patriot zeal his teen ing noddle goads  
To sing thy praises great and not to flatter  
A sage so deep condemns the butter'd style;  
For sturdy truth alone regales thine ear;  
Thy mind by science lifted many a mile  
Looks at poor mortals from a higher sphere.  
That fellow Brydon perch'd on Ætna's top  
Laugh'd at the clouds and vapors far below  
Which make the poor Sicilians sigh and mope  
And give them burning pains and dismal woe.  
If Brydon felt his spirits turn so gay  
What must you daily feel so near the sky?  
Come down Sagacious Jefferson, I say  
With mortals only spend a single day.  
They, die to know the wonders you behold.  
Above the vapors thick that dim their sight.  
They, burrowing, live like moles deprived of light.

In pity come, state mysteries unfold.  
'Tis true they sent some delegates to see  
What things were doing in the upper sky;  
But when they bended at your Worship's knees  
The lustre dazzled almost every eye.  
A few are plac'd behind a darkened screen  
Because their noses, faith, are rather keen  
And should they smell and see at once,  
The state of affairs could ne'er go well.  
This precious truth I therefore will advance  
That Congressmen should neither see nor smell;

For, reader, if they have too sharp an eye  
Some spot or blemish these hang dogs might spy.

Which Kings and Presidents would fain conceal;

Or if a pointer's nose they should possess  
It might the fumes of vile corruption trace—  
A smell which Patriots never wish to feel.  
O, Jefferson, thou art the people's man;  
Thy fame I chant as well's I can  
To thee our prudent Washington must yield,  
And fickle Adams, baffled, quit the field.  
These epithets thy modesty allows  
In public, but among selected friends,  
Where converse with a sweeter freedom flows,  
Our Adam's fame some prating favorite sends;  
With shrugs and nods another humbly thinks  
Washington's glory has some dirty chinks.

"Behold my prologue to Ode upon Ode or a Peep at Washington Palace. You will be ready to say when you arrive at the end of it, 'This is paying me for my trouble with an old song.' Well, I send you the deed you



mentioned in your last. Mr. Torrand charges only ten shillings, which I have paid him.

"Yours, My Dear Friend, Always,  
"JOHN STRACHAN."

"ALEX. WOOD, Esq."

"My certificates arrived safe, and I wrote Dr. McAulay saying that I was something in his debt."

The following letter also from Dr. Strachan is of later date and may be given without comment :

"CORNWALL, 16th June, 1808.

"My Dear Sir,—I have been looking for letters from you for some time, but in vain, I now enclose you some papers—the first is my school certificate, and for that sum I have drawn upon you in favor of Capt. McLean, who wants to send money to York. I have also sent you my Sterling bill. If you do not use it you can burn the bill and send back the certificates. There is now ten pounds due you on account of John Robinson. I wish you to add two or three pounds, as you conceive necessary, to get him a summer dress, which he says the residue of my first allowance of ten pounds is not sufficient to procure. It seems also that it is usual for clerks when beginning the study of their profession to pay £5 into the Law Society. This I wish also to be paid, as I would not wish him to be behind his companions. And if you keep my Sterling bill, I shall desire you to pay £9 or £10 to the Receiver General or Inspector-General on account of Capt. Anderson, the collector here, but of this last I shall speak again after hearing from you. The money you will have paid out on account of J. Robinson will be about £17 or £18, which will be about the sum you would have to send me on account of Dr. McAulay at the vacation which approaches. I was going to send you a couple of acrostic on Buonaparte, but they shall fill my next, when I shall have less, I hope, to say about money matters. Mrs. Strachan joins me in best respects.

"I am, My Dear Sir,

"Yours Sincerely.

"JOHN STRACHAN."

Just three months elapse and again does Dr. Strachan favor his correspondent with a letter, wherein a great deal of information is given in very few words. It is unfortunate that the examination papers mentioned in the worthy divine's P. S. cannot be found.

"CORNWALL, Sept. 13, 1808.

"MY DEAR SIR,—Mr. Cameron delivered your letter and the money from Mr. Chawett, for which I am much obliged to you, indeed I am always giving you trouble. I just have a letter from Aberdeen dated in the end of May. Trade appears to be very dull there

at present, but the change of affairs on the continent will open again the usual sources of commercial intercourse. There has never been any time so auspicious as the present for crushing the power of the Corsican; the Spaniards are a brave people, and appear unanimous in the contest. The conduct of the French Government in this last transaction has been so very infamous that none can be deceived in future. One effect of it I am glad to see; those newspapers in England which were always preaching up peace are now breathing nothing but war.

"We have had no cases of much importance here except that regarding the cutting of masts, in which the material points are reserved for description above. One thief we had who chose to make too free with his neighbors' butter. He was banished the province.

"I have been to Montreal. Poor Mr. Auldjo is much changed in appearance since I saw him last winter. They are just preparing to put up Nelson's monument; they found much difficulty in getting a place for it. General Craig declined giving them the place they requested of him. At length they determined to place it at the head of the new market place. A great number of Aberdeen ships have come to Quebec this year for timber, but our air is so much inferior to that which they get from Norway and Russia that they will not return if the Baltic is opened. I hear nothing of the Aberdeen views. Did you look for them this year? Mrs. Strachan joins me in best respects. I am, my dear sir,

"Yours Most Cordially,

"JOHN STRACHAN.

"I enclose a few pieces written for the examination, which may afford you some moments' entertainment."

"ALEX. WOOD, Esq."

The next of Dr. Strachan's communications to Mr. Wood is of considerable length, and, perhaps, the most interesting in the collection. Mention is made in it for the first time of the doctor's increasing family.

"CORNWALL, 26th Sept., 1808.

"MY DEAR SIR,—Your obliging favor, enclosing the draft for the road money, arrived safe, and I hope it will be put to a good use. Public affairs begin to wear a more favorable aspect than they have done since the commencement of the revolutionary war, and I think there is a fair prospect of a successful issue.

"I have been looking for my apparatus as a signal for the beginning of a severe course of study, but I am under some apprehensions now, it is so late, whether it will be sent out this year. I have frequently in-

tended, but have never seriously tried, to make a few stanzas like the Minstrel. I have not, however, given up the plan, and perhaps I may surprise you with a sheet of them some time soon. I have been reading some of the political pamphlets written during the last year, and notwithstanding the great character some of them had attained I was very much disappointed. Baring's pamphlet, so much celebrated by Lord Grenville, after a careful reading, did not appear to me deserving of so great a character; it assumed a question which I could not have granted, and which experience has since proved to be false, and upon this almost all his reasoning is founded. He asserts that the Berlin decree was only a municipal regulation, and therefore ought not to have been opposed by the Orders in Council because they operate against neutrals. Now it always appeared to me that the Berlin decree was general, not municipal, and it has since appeared to be so, for even the Americans are not protected from its operations. It is evident, therefore, that as much of Baring's reasoning against the Orders in Council as is founded upon the supposition of the Berlin decree being only an internal regulation falls to the ground because this assumption is false. I do not think his reasoning more conclusive as it respects our neighbours, whom he says we have treated always with a species of enmity, because he has not made out his case. There are, however, some detached parts of the pamphlet well done, and were we to read them separately we should form a higher opinion of the writer. But, considered as a whole, as a performance of powerful and logical reasoning, it appears to me exceedingly deficient and only calculated to dispirit those who are not able to detect its sophistry. This pamphlet is so very much celebrated that you will excuse my seizing hold of it to help to fill a letter. There is another pamphlet entitled Britain without Commerce, which also excited great attention, and which I read with much pleasure, but not with conviction. The reasoning is too abstruse for common readers. He has recourse to the principles of the economist, and certainly shows much ingenuity in their application; but by carrying his principles too far he renders that position which he might have proved suspicious. He endeavors to show that all the foreign commerce of Britain is of no real advantage to her. Had he asserted that Great Britain could maintain her independence although all her foreign commerce were annihilated, I think he might have succeeded in his proof; but when he adds that this commerce produces no accession of strength he is without bottom. Behold

a letter on politics! I did not go to see the Bishop. I had some little matters which drew me as far as Montreal, but I had no business worth extending my journey to Quebec. His Lordship has obtained some additions to the salaries of some of my brethren, which I think are judicious as they produce a sort of gradation. Mr. G. S. has an additional hundred. Dr. Mount, when I was in Montreal, wanted to condole with me, because I had got nothing, but I stopped him by saying that I was very well off already, and perhaps better than any of my brethren, while God granted me good health. Mrs. Strachan joins me in affectionate regards, and I remain as ever,

"My Dear Friend,

"Yours Sincerely,

"JOHN STRACHAN.

"I was favored with yours of the 10th containing my account, and I am glad to find the balance on my side—it is not often the case in my dealings with your brethren. This letter is long enough already. I see that I must mention my boy, who is a very good fellow and more disposed to laugh than to cry. I seldom think of mentioning him in my letters, though I make a good nurse."

The next letter in the series presents Doctor Strachan in an entirely different light. He therein discourses most learnedly upon roads and road-making.

"CORNWALL, 13th Oct., 1808

"MY DEAR SIR,—I was favored with your agreeable letter of the 3rd, and embrace this opportunity to say that your drafts for the 200 road money came regularly to hand, were immediately turned into cash, and are now going into operation. We are endeavoring to make a land communication between this and the lower province. Unluckily there are two roads which rival each other, and in some degree divide the district. One of these passes through the back settlement leaving the river a little way, about seven miles, above Cornwall, and not meeting it again till you reach McIntyre's. In this distance it is frequently 14 miles from the water communication. It occurred to me on being appointed a commissioner, that however good and necessary this road might be for the settlements through which it passed, it could not be so generally useful as a road along the front. To rebut this, however, it was said that no road could be made along the front, the bottom was so bad. In order to ascertain the fact I was at the pains to explore both lines of road. I rode along the front from Cornwall to McGee's, and found the bottom good, being for the most part a mixture of clay and sand, which can easily be transformed into a good road. I



then crossed to the other line of road, 14 miles back, and returned by it. There I found the road rather drier than the front, because it had been better opened, but in their anxiety to have it dry they have taken it along stony ridges all the way, and it appears to me much more difficult to clear away these stones than to ditch and turn-pike the front. You see I am entertaining you with roads.

"I am much pleased with the character you give of Mr. Russell—it is generous—and no doubt deserved. I must confess having been in some degree prepossessed against him, on account of his seizing upon so many officers during the time of his presidency.

"I believe I mentioned in my last, that upon reading over your account in which I find a small balance in my favor I thought you had committed a mistake against yourself, and that I was ten pounds in your debt, but I at length perceived N. Y. at one sum and Hal. at the other. I am just sitting down to write my letters for Scotland. My son is a fine child, gets fat and continues good natured. His mother joins me in kind regards. I am,

"My Dear Friend,

"Yours Sincerely,

"JOHN STRACHAN.

"P.S.—Mrs. Valentine requests me to beg that you will have the goodness to write in any of your letters to me the state of the late Mr. Gray's affairs and how they proceed in settling the claims. As she is interested a detail of matters would give her satisfaction.

J. S."

The Mr. Gray mentioned in the P. S. was Solicitor-General for the province. He had been lost with many others in the schooner Speedy, which on November 4th, 1804, sank during a great storm on Lake Ontario with all on board.

There is only one more letter in the collection of Mr. Wood's correspondence, from which the foregoing have been taken, and that deals more with matters of private than of general interest. Shortly after it was written Dr. Strachan removed to York, where, for nearly sixty years longer, he was a leading spirit.

"CORNWALL, Dec. 6, 1808

"MY DEAR SIR,—I had resolved before this time to have entertained you with a part of my continuation of Beattie's Minstrel, but I now write, and that work is not begun. Of all my projects, this has met with the greatest number of delays and I have no prospect of commencing it soon. When I was last in Montreal the printer consulted me about printing a book on arithmetic, and requesting me to point out which I thought the best. As I have drawn up a system of

my own, I told him I could not adopt any that he could print in my school, but that if he wished for one better adapted for the business of this country, I would send him mine to print, and I should take a considerable number of copies, without demanding anything for the copyright. He gladly accepted this proposal, and on my return home I began to prepare my manuscript, but I lost part of it by a foolish accident, and the remainder did not please me, so that I have been for three weeks employed in arranging and composing a new work. The rules and definitions would not take me long, but the great number of examples with their calculations (tables of different kinds are more tedious than I had imagined) or my indolence might have prevailed upon me to have declined the undertaking. I need hardly mention that the time I can spare is very limited. I shall certainly make an attempt to continue the Minstrel when this work is put to press, which I think will take place about the beginning of February.

"I shall send you the plan of my Arithmetic in my next. I am yet pondering upon some part of it, and I shall transmit a copy the moment I receive any from the printer.

"I have written all this to exculpate me from the accusation of indolence, which I seldom deserve and which I am not ambitious to attain, but which my frequent promises to begin the Minstrel justly expose me to without this apology.

"I send you a parcel of papers as usual for which you will get the needful done. I have also sent a set of bills drawn in your favor, which, if you do not want, you can burn. I have drawn also in your favor upon Mr. Chewett for £200, of which I advise him. I have not received many letters from Aberdeen this year, and have been disappointed of some books that I looked for from that quarter, but disappointment will happen.

"It would seem that the embargo of our neighbours, which has proved so beneficial to this province, will be continued. This nation (American) is cutting a most despicable figure, and if the Spaniards succeed they will find their situation exceedingly disagreeable; the good sense of the people, however, is beginning to rally, and may perhaps, soon force their rulers to give up their prejudices and their obstinacy. My little son grows, and is very good humored. Mrs. Strachan thinks him a paragon, and I think him well enough. She joins me in kind regards. I am

"My Dear Sir,

"Yours Most Sincerely,

"JOHN STRACHAN."

In the first portion of the letters addressed

to Mr. Wood were communications from men chiefly in the higher ranks of life in the early colonial days. But it is evident from the two following epistles addressed to Mr. Wood and indited by a "crank" named Solomon Heys, who appears to have been no one's enemy except his own, the genus has by no means become extinct even in this *fin de siècle* period. The first letter, bearing date 3rd June, A. D. 1808, runs as follows:

"TOMBE OF THE LIVING,

"4th day of Interment,

"York Prison.

"SIR,—Hoping you'l (sic) excuse my great liberty in addressing you these few lines, but as an unfortunate prisoner wishing to inform you & my being persuaded of your humane disposition & you well know the allowance of a person in my situation. I wrote to Mrs. Marian to obtain some covering & some other things. She in consequence got some things ready to send me & a malicious person by the name of Henry Hale called upon her & told her a fallshood (sic) that I told him that I lost \$40 troo (sic) intoxication, of the money that was stolen on a bed at her house. I'll pledge my existence that I never spoke to him in my life or even know him if he was shewn to me. If, sir, as a Magistrate, you can put a stop to such malicious proceedings will render service to an unfortunate prisoner. I wish to have two witnesses brought to trial in my behalf, the one resides at Barrett's Tavern, his name is Eaton, he is a joiner by trade, the other resides here, his name is Batchellor, he was listening to the discourse when Bouker was wanting a certain sum of me to lett (sic) me go. Wishing you'l render me all the services in your power with due esteem I have the

"Honor of remain your obedn.

"Humble servant

"S. HEYS.

"Alexander Wood, Esq."

Matters seem to have gone hardly with Mr. Heys, for we hear no more of him until November 30th, 1809, a year and five months later, he having, according to his own statement, been in jail.

It is to be hoped that Mr. Heys' strong point as a schoolmaster was not either English grammar or spelling. The sentence, "I have taken too, this year and will take every year more or less as the emoluments of my income will permit," is about as delicious a specimen of English "as she spoke" that can be well imagined.

The letter is given verbatim et literatim, and if it does not particularly interest it may possibly, if not probably, amuse a good many.

"SIR,—Hoping you'l not be offended with

my liberty in addressing you these lines. I take upon me to return you thanks for the kind answer of my letter, that I received at your store yesterday, your goodness towards me I shall never forget, you wish to be informed where I am at board. I have been boarding in Mr. Jacob Corners since the day I was released from prison the first day of this present month, & I assure you Sir I can produce a Certificate from him as well as the whole neighborhood of my behaviour, such as sobriety and industry, since I have been amongst them I have not even tasted spirituous liquors, altho there is a tavern right at hand. I pledge mys if sir, to you that I mean to be steady in my situation. I have a tract of land allowed me with my school House which I shall have Cultivated to the best advantage the ensuing spring. I commence my school on Monday next at the Chimney is but just finished. I have no other way Sir to repay the benevolent favours that were bestowed on me when in prison from a gentleman of Distinction of York, but by teaching a few poor children at my school. I have taken too this year & will take every year more or less as the emoluments of my Income will permit. I am sorry Sir to inform you that there is a number of Democrats has been wishing to Injure me in this neighbourhood. Doctor Stoyles has been telling the people here not to employ me but they Dont mind him. I was in town yesterday to see him upon that head, it is merely Sir because I once spoke in his House against Judge Thorpe if I hear any more of his insinuations I shall acquaint the Attorney General. You may rely upon it that you will always hear that my behaviour will be worthy your attention as well as a Dutifull subject remain your obed servt.

"S. HEYS.

"A. Woods, Esq."

About all that can be said of this precious production is that it is to be hoped Mr. Heys' subsequent behavior was better than his grammar.

Once more does Solomon Heys figure as one of Mr. Wood's correspondents, and his letter dated April 10th, 1810, will well repay perusal. Mr. Heys appears to have had a great objection to "Democrats." It will be news to the representatives now residing in and near Toronto of Messrs. Humberstone and Sheppard to learn that their grandfathers were such notorious characters. However, we have it on the authority of Solomon Heys that such was the case, and as "he was beloved in his neighborhood" it must, perforce, be believed. Alas, another idol shattered, the characters of Thomas



Humberstone and Sheppard gone, all other testimony to the contrary, notwithstanding.

"YONGE STREET, April 1st, 1810.

"SIR,—Hoping these few lines will find you enjoying good health. at the same time wishing to Inform you that I have Commenced a new quarter. I had a great Scuffle with a few Democrats down the street, Messrs Humberston, Sheppard & Co., troo the Means of Tom Stoyles, Inn-keeper of York, they wanted to vote me out, but I gaind the Day. I am beloved in my neighborhood. I shall plant 2 acres in potatoes this spring. I am agoing with my Earnings to Erect a Small House to keep School in 18 by 18, a frame building Cost about Sixty Dollars & when Circumstances permits I will keep a Circulating li rary. I am very much attached to this neighborhood. if, Sir, you should have any Old British or Caledonian Magazines, Geographys or newspapers, I should thank you for some. With Esteem remain,

"Your Obed Servant,

"SOLOMON HEYS.

"Alexander Wood, Esq."

Messrs. Humberston in above letter should read Messrs. Humberstone.

A brief business communication comes next from Colonel Short of H. M. Imperial forces, who had been suddenly ordered from York to Niagara.

"NIAGARA, 13 April, '13.

"DEAR SIR,—Will you excuse my omitting in the hurry of leaving York giving you a draft for your account. I find there is a balance due on Mr. Crooks' account which I now send. I hope Mr. Hamilton will give it you in a short time as I have written him on the subject.

"I am, Sir,

"Y'r very Obed' S rvant,

"W: C. SHORT, Lt.-Col.

"A. Wood, Esq."

There is one letter in this correspondence from Colonel Smith, administrator of the province from June 1817, until August 1818, and again from March until June 1820. It is on a purely business matter and is as follows :

AMHERSTBURGH, Oct. 13th, 1801.

"DEAR SIR,—

You herewith have an order on Mr. Dunlop for £24 10s 4d, which, with the amount of my order on Dr. Burns, will, I believe, make the sum you charge me with. I received your letter inclosing my account with you, just as we were on the move from Kingston, otherwise it should have been answered from that place. As Mr. Burns promised me that my account with him should be paid in June last, I hope the

order on him in your favour will be paid and that this mode of adjusting the account between us may be perfectly satisfacto y.

"And believe me, dear sir,

"Yours truly,

"S. SMITH."

There are some letters in this correspondence written by various parties to Mr. Wood respecting the disastrous emigration scheme of the Earl of Selkirk. The first is from Mr. Alexander McDonell, who was the first sheriff of the home district. He also represented the constituency of Glen-garry in the Provincial Parliament and was elected to the speaker's chair. At a subsequent period he was called to the Upper House.

The Earl of Selkirk wished him to undertake the office of superintendent of the settlement of Kildonan on the Red River. This offer he declined but afterwards accepted the superintendence of the Baldoon settlers on Lake St. Clair. He died in 1842.

At the date of writing this letter Mr. McDonell was in England. It reads thus :

"LONDON, 28th Nov., 1811.

"MY DEAR SIR,—Until I see Lord Selkirk, it is out of my power to fix the period of my return. I have lately received a letter from him, in answer to one announcing my arrival, informing me that he would soon be here. I think the packet and plan which you mention have come to hand, though I cannot positively say until I see his Lordship. Nothing would give me greater pleasure than our being enabled to leave this place in company, and unless your affairs require your presence in Quebec or Montreal, you will find the passage via New York more expeditious and much cheaper.

"You say 'I trust no new catastrophe has happened in Judge Powell's family to have occasioned the unpleasant sensations you notice.' They were all in good health and spirits. The judge was at Niagara on his return from the western circuit. I do not recollect my having experienced the sensations you mention. The passage from New York was certainly a boisterous one—a continued gale on the banks of Newfoundland, the main-yard snapped in the slings with as much ease as you would break a raddish. Fortunately, it happened about noon. For ten days we scudded with close vessel fore and mizzen topsails, the topgallant masts of both lowered on deck. The sea was so high that we could not rig a new main-yard, although a spare one was ready. We had a fine ship and a most excellent captain, the Pacific, Capt. Stanton. My sensations on Lake Ontario were other than those on the Atlantic. Governor Gore had the kindness to order the Gloucester for my

accommodation to Kingston, but previous to the day of sailing, the Duke of Manchester returned via Matchedash from an excursion around Lake Huron, and requested this vessel. The Governor sent me a message stating the case, saying that he could not refuse the Duke and offering me the Toronto. This vessel being confessedly rotten, I had great difficulty to prevail on Mrs. McDonell to consent to embark in her. It was Hobson's choice, that or none. I went to the garrison and the Governor told me, that as he would be in the Gloucester himself, he would direct the master to keep company with the Toronto. On my return to town I informed Mrs. McDonell of this. Her reply was 'What assistance can they give in a dark and stormy night?' We sailed on the 13th October, and at 11 o'clock at night encountered a furious gale. We dared not show a rag of sail, indeed Capt. Fish said that if we did we would go to the bottom in less than half an hour, the vessel making water fast, and the lee pump worked. We were in this predicament all night and eagerly looking for the Gloucester's light, but in vain. At the dawn, the Charity Shoals were close to our lee; we then to our inexpressible joy saw the Gloucester about four miles astern of us, set the wing of the foresail to clear the shoals, and most fortunately she answered her helm. The Gloucester, seeing us thus safe, made sail and was soon out of sight. We got to Kingston about 2 p.m. the same day. Willingly would I have compounded for the sacrifice of my own life; but the prospect of seeing my wife and children perish before my eyes was a dreadful thought. May that Lord who protected us make me truly thankful, and may you never experience the sensations which at that period tortured, Dear Sir,

"Your Sincere Friend,

"ALEX. McDONELL.

"A. Wood, Esq."

There are no more letters respecting the Selkirk settlements until 1816, when there is one from Mr. Archibald McDonell, of Newmarket. There were so many men of this name who filled public offices in the early years of the century, that it is impossible to say with accuracy who this gentleman was.

"NEWMARKET, Jan. 10th, 1816.

"Sir,—I have been informed by one of our deserters, who left Drummond's Island about two months ago, and lives now with Mr. Robertson, that George Campbell is gone to Detroit. I therefore wish Capt. Livingston to undertake the journey without me, but he wants me to accompany him, at least as far as Nottawasaga, where he expects to get some information respecting

Campbell. We have everything ready for our journey, and are for setting out to-morrow morning.

"I in the meantime send enclosed a letter for the Earl of Selkirk, which I request you to deliver him on his arrival. It contains the substance of what I could collect from the settlers.

"I remain, Sir, Your Humble Servant,  
"ARCHD. McDONELL."

There are two other communications relating to the same matter, one to John Murphy, in care of Mr. Wood, and the other to the Earl of Selkirk, himself, from J. Leys. They tell their own story, and are as follows:—

"MONTREAL, 19th Dec. 1816.

"MR. JOHN MURPHY,

"SIR,—I am instructed by the Countess of Selkirk to acknowledge the receipt of your letter to her of the 9th instant, and she desires me particularly to notice to you that she feels greatly pleased at the prospect your return to Fort William affords her of writing to his Lordship, having communications of importance to transmit. For this purpose it will be necessary, and her Ladyship especially desires that you will remain at York until her despatch for his Lordship shall reach you.

"She further wishes you to let her know the object of your late expedition, the instructions you acted upon, and the manner executed, who the prisoner is, and what has been done with him.

"The post hour being at hand, I have only time to say that I shall be glad to hear of your success and that your services will entitle you to the approbation of the Earl of Selkirk and all others under whom you act.

"I am, sir, with best wishes for your prosperity,

"Your Most Obedient Humble Servant,  
"HENRY FORREST."

YORK, 22 June, 1818.

"MY LORD,—I had the Honor to receive your Lordship's letter of the 10th inst. The affidavits of the deserters and others from the Red River Settlement taken by Mr. Wood in 1816, with other papers respecting your Lordship's affairs, was left by Mr. Wood in a sealed packet, which I have this day put into the hands of Mr. G. Ridout as your Lordship directs.

"I have the Honor to be,

"My Lord, Your Lordship's

"Most obed't and very humble Serv't,

"JOHN LEYS

"The Earl of Selkirk, Montreal."

There are several interesting letters from different members of the Macaulay family to Mr. Wood. In that dated April 2nd, 1816, the Mrs. Paxton spoken of in the last para-



graph was the widow of Captain Paxton, commander of the schooner *Speedy*, which, with all on board, was lost on Lake Ontario October 7th, 1804.

"KINGSTON, April 2nd, 1816.

"MY DEAR SIR—I had the pleasure of hearing from you by Capt. Fraser, enclosing the rent from Mr. S., for which accept my best thanks. I am in hopes that it may be in my power to pay a visit to York soon, with either B. or Mary, who are desirous to see it and our friends there, particularly Mr. McGill's family. I have heard rather more favorable accounts of his health than formerly, which gives me much satisfaction.

"Property continues to rise here, at least does not fall. I trust that many will be disappointed in the removal of the seat of Government. If they are, many sad countenances will be seen. Cummings' old store, adjoining P. Smith's, rented the other day for £150 per annum; that property is now Mr. S.ewart's (sheriff.)

"In giving to others we learn that the House did not forget to make a better provision for members than formerly. This may be but fair.

"If you should see Mr. Montizambert will you say that I had a letter from Mrs. M. enclosing one for himself, which I keep lest it should miss him? They were all well.

"The Bishop is to pay a visit to us early in the summer; he goes to England via New York. The ladies expect to leave Quebec in June. All the property is to be sold, which includes the bishop's valuable library. If Dr. Strachan is not apprized of this, you can mention it; probably he would wish to purchase some of the books; and to the doctor and Mrs. S. remember us kindly.

"We have heard of the late marriage at York. Our parson takes another partner, it is said, in May or June.

"Mr. Robertson, the proprietor of the house I now live in, wishes to take possession of it soon on account of sending his daughter to school. I have some prospect of getting a part of Mr. Paxton's small house. This is in every respect very uncomfortable, but at present I have not any alternative.

"Believe me to be,

Yours very truly,

JAS. MACAULAY.

"Alex. Wood, Esq., York."

The next two letters must be read together, that of the later date explaining the first.

"KINGSTON, 16th February, 1816.

"MY DEAR SIR,—The enclosed memorial was enclosed to me by my father, but I left York before its arrival, and it was in consequence returned. He is just now deeply engaged in official duties, and requests me to forward it to you, a good opportunity of-

fering by Major Kirby, and begs you will be so good as to lay it before the Council, and do the best you can to secure a lot for him at this place, as the fifth of an acre will ensure a saving of two hundred pounds.

"A number of people are about to set off to York, and you will get the news of the day much better from them than I can detail it. In fact little is to be heard just now and less looked for.

"The family is quite well, and only incommoded by a prospect of being turned out of this house.

"All join in best regards to you and wish you to convey the same to our friends the McGills.

"In the greatest haste, believe me yours sincerely, "J. S. MACAULAY.

"Alex. Wood, Esq."

"KINGSTON, March 5th, 1816.

"MY DEAR SIR,—James wrote you a few lines which I intended to go by Major Kirby, but he had just left the hotel before I arrived. The letter was given to Mr. Nepfield, and he assured me it had been delivered. If so, I think there must soon be an answer to the memorial which was enclosed. James would have presented it had he got to York before his departure. The house I now occupy has been purchased by Mr. Robertson, who intends to reside in town on account of his children, and I have in vain searched for another, nor do I see a prospect of getting a house of any description. In expectation of the seat of Government being removed, property is rising here daily. I met a person from Quebec, who intends to carry on a tobacco establishment; for Cummings' store and wharf £200 is demanded, for a corner lot about the centre of the town, without a house, £1,000. If I remain here some small building of my own will be more comfortable than this very uncomfortable state of suspense, and as I had during the war considerable duty with the militia, and still continue to have, I cannot think the applying for a town lot any way unreasonable.

"Barns is still at his place. He has been detained on account of a violent inflammation of the eye, but has a prospect of proceeding to Quebec in a few days.

"You will hear that Sir Gordon Drummond has dissolved the House of Assembly, and it is probable you will see his speech before this reaches you. I understand that the House at York manages matters in a more satisfactory manner, to the advantage of all concerned.

"When a favorable opportunity offers, you will oblige me by giving Mr. Scarlett a hint about the wood. Mr. Irvine tells me the

Indians have now sleighs for carrying it off, and these fellows always cut down the best of the young trees. As I still anticipate a residence at York I am anxious to save that description of timber and of course the other also.

"Major Glegg is coming out as Gen. Wilson's aide-de-camp, but we have not heard whether the General comes to this or remains in the Lower Province.

"Major-Gen. Young is dead Sir George, they say, is in bad health.

"We have not any particular news at this place. I send this by Mr. Montizambert; he is this far on his way to York on public business.

"I remain, my dear sir, yours very truly,  
"JAS. MACAULAY.

"My kind remembrances to my friends with you

"Alex. Wood, Esq."

The Mr. Scarlett mentioned above was John Scarlett of the Humber. "Sir Georg." refers to Sir George Yonge, after whom Yonge street is named.

The last in the series is from the late Sir John Beverley Robinson. His anxiety to see his own proofs is not to be wondered at, considering the way in which, in those now far away days, "copy" was dealt with by the printers.

"OCTOBER 29, 1829.

"MY DEAR SIR,—I send you the copy of my charge which the Grand Jury requested. I will thank you (in whatever paper it may be inserted) to see that at the top it is stated 'Published at the request of the Jury;' because I have no desire to figure in our newspapers upon my own mention

"Will you also be so good as to let me (if you can) have the proof sheet to examine, because these printers make terrible trash of anything; and at Niagara the Grand Jury gave my charge to honest Andrew Heron to publish, who made barbarous work of it. It is too bad to be made responsible for what one does not say. I am, my dear sir,

"Very Sincerely Yours,

"JOHN B. ROBINSON.

"Alexander Wood, Esq."

To this is appended the following note from Mr. Wood himself to the printer:

"SIR,—The Grand Jury for the Home District Autumn Assizes particularly request that you will insert in your widely circulating journal the very excellent and comprehensive charge delivered to them by his Honor the Chief Justice.

"I have the honor to be, Sir,

"You Obedient Servant,

"ALEXANDER WOOD

"Mr. John Cary, printer."

## CHAPTER CCLXV.

### A SCRAP OF HISTORY.

**The Fight at Beaver Dam—The Part Taken in it by Col. Fitzgibbon—Mrs. Secord's Daring Exploit.**

The story of the fight at Beaver Dam is an interesting one for Canadians. What Col. Fitzgibbon did makes a bright page in Canadian history. Few, if any accounts of the event are given in extenso by Canadian writers. This article from an old magazine gives some interesting details:—

As soon as General Vincent had, by his reinforcements, and the successful issue of the night attack at Stoney Creek, been relieved from the embarrassing situation in which he had been placed, he actively recommenced offensive measures, placing the right division of his little force under the command of Lieutenant-Colonel Bisshopp, who pushed forward detachments, and took up two positions, commanding the cross-roads at the Ten-mile Creek and the Beaver Dam. It was arranged, by preconcerted signals, that their stations could readily support each other. Dearborn, finding that these manoeuvres had very materially circumscribed the range of his troops, who were now compelled to live on their own resources, determined to check further encroachments on his ease and despatched Lieut.-Col. Boerstler with a detachment of nearly seven hundred men, from Fort George, to attack and disperse that portion of Col. Bisshopp's command which had taken up their position in a stone house near the Beaver Dam. This detachment consisted of thirty men of the one-hundred-and-fourth, and were in communication with a party of Indians, who, under the command of Capt. Kerr, and about two hundred strong, occupied the woods. Col. Boerstler in this march came unexpectedly on this body of Indians, who, lining the wood, their numbers partially concealed by the cover, immediately attacked him. The thirty men of the 104th soon came to the assistance of Captain Kerr, and a warm skirmish ensued, which had lasted for about two hours, when Col. Boerstler, dreading an ambuscade, commenced a retreat towards Lundy's Lane, but was immediately attacked from the woods by a small body of about twenty militia, under Col. Thomas Clark, who, accidentally passing, had been attracted by the firing. Col. Boerstler now began to think that matters looked serious, but instead of retreating as fast as he could he sent for reinforcements to Fort George, sixteen miles distant. While waiting for the arrival of these, and making good his position, Lieutenant Fitzgibbon, of the 94th, arrived on the field



(if we may apply that expression to a beech-wood), and after reconnoitring and hearing that reinforcements had been sent for, this officer determined on the bold step of summoning the Americans to surrender.\* This proposal, doubtless very much to Lieut. Fitzgibbon's surprise, Col. Boerstler—seeing no prospect of escaping or saving his wounded, who were by this time pretty numerous—consented to, and terms of capitulation were forthwith agreed on. Just as these were being drawn up Major de Haren, who had been sent for by Lieut. Fitzgibbon, arrived, bringing with him about two hundred and twenty men. This body came up in time to secure the prisoners, but not sufficiently so to save Col. Boerstler the disgrace of having surrendered to a body which, with the two hundred Indians, did not half equal that under his command.

Capitulation of Col. Boerstler and five hundred and forty-one American troops. Particulars of the capitulation made between Capt. McDowell, on the part of Lieut.-Col. Boerstler, of the United States army, and Major de Haren, of his Britannic Majesty's Canadian regiment, on the part of Lieut.-Col. Bisshopp, commanding the advance of the British; respecting the force under the command of Lieut.-Col. Boerstler

Article I.—That Lieut.-Col. Boerstler, and the force under his command, shall surrender prisoners of war.

Article II.—That the officers shall retain their arms, horses and baggage.

Article III.—That the non-commissioned officers and soldiers shall lay down their arms at the head of the British column, and shall become prisoners of war.

Article IV.—That the militia and volunteers, with Lieut. Col. Boerstler, shall be permitted to return to the United States on paroles.

ANDREW McDOWELL,

Capt. of the U. S. Light Artillery.

Acceded to and signed,

P. G. BOERSTLER,

Lieut.-Col. Commanding Detachment United States Army.

P. V. DE HAREN,

Major Canadian Regiment.

Reinforcements arrived at Queenston, but returned to Fort George. As soon as Gen. Dearborn heard of Boerstler's critical situation, he despatched Col. Christie with a regiment of three hundred men. The detachment marched as far as Queenston, where, hearing of Boerstler's surrender, Col. Christie returned to the camp.

\*The circumstances connected with the affair at the Beaver Dam, where Col. Fitz-

gibbon (then Lieut. Fitzgibbon) gained so much praise for the victory achieved by him over the Americans, was owing to information which Mrs. Secord, the widow of James Secord, Esq., deceased, formerly of Queenston, who was wounded at the battle of that place (13th Oct. 1812), obtained from private sources, of the intention of the American troops to surround and take Fitzgibbon and party, which consisted at that time of a detachment of the 49th regiment, some few militia and a small body of Indians, to oppose some 50 of mounted American Dragoons. The difficulty of reaching Lieut. Fitzgibbon's post, is thus related in Mrs. Secord's own words:—"I shall commence at the Battle of Queenston, where I was at the time, and the cannon-balls were flying around me in every direction. I left the place during the engagement. After the battle I returned to Queenston, and then found that my husband had been wounded, my house plundered and property destroyed. It was while the Americans had possession of the frontier that I learned the plans of the American commander, and determined to put the British troops under Fitzgibbon in possession of them, and if possible to save the British troops from capture or perhaps, total destruction. In doing so, I found I should have great difficulty in getting through the American guards, which were out ten miles in the country. Determined to persevere, however, I left early in the morning, walked nineteen miles in the month of June, over a rough and difficult part of the country, when I came to a field belonging to a Mr. Decamp, in the neighbourhood of the Beaver Dam. By this time daylight had left me. Here I found all the Indians encamped; by moonlight the scene was terrifying, and to those accustomed to such scenes, might be considered grand. Upon advancing to the Indians they all rose, and with some yells, said 'woman,' which made me tremble. I cannot express the awful feeling it gave me; but I did not lose my presence of mind. I was determined to persevere. I went up to one of the chiefs, made him understand that I had great news for Capt. Fitzgibbon, and that he must let me pass the camp, or that he and his party would be all taken. The chief at first objected to let me pass, but finally assented, after some hesitation, to go with me and accompany me to Fitzgibbon's station, which was at the Beaver Dam, when I had an interview with him. I then told him what I had come for, and what I had heard—that the Americans intended to make an attack upon the troops under his command, and would, from their superior numbers, capture them all. Benefitting by this information, Capt. Fitzgibbon formed his plans accordingly, and captured about five hundred American infantry, about fifty mounted dragoons, and a field piece or two was taken from the enemy. I returned home next day exhausted and fatigued. I am now advanced in years, and when I look back I wonder how I could have gone through so much fatigue, with the fortitude to accomplish it."

(Certificate.)

I do hereby certify that Mrs. Secord, the wife of James Secord, Esq., of Chippewa, did, in the month of June, 1813, walk from my house in the Village of St. Davids to Decamp's house in Thorold, by a circuitous route of about twenty miles, partly through the woods, to acquaint me that the enemy intended to attempt by surprise, to capture a detachment of the 49th regiment, then under my command, she having obtained such knowledge from good authority, as the events proved. Mrs. Secord was a person of slight and delicate frame, and made the effort in weather excessively warm, and

I dreaded at the time that she must suffer in health in consequence of fatigue and anxiety, she having been exposed to danger from the enemy, through whose line of communication she had to pass. The attempt was made on my detachment by the enemy and his detachment, consisting of upwards of 500 men, with a field piece, and fifty dragoons were captured in consequence. I write this certificate in a moment of much hurry and from memory, and it is therefore thus brief.

(Signed) JAMES FITZGIBBON,  
Formerly Lieutenant in the 49th Regt.

## CHAPTER CCLXVI:

### AN OLD JARVIS STREET HOUSE.

#### The Residence of the Late Colonel Samuel Peters Jarvis.

Colonel Jarvis was the eldest son of Secretary William Jarvis, of 1792—1817, and his wife Hannah Owen Peters, born at Newark, (now Niagara,) 15th Nov., 1792, and was educated at Cornwall by the late Dr. Strachan, afterwards Bishop of Toronto. He studied law and practised his profession for many years. At the age of 20 years he was attached to the 41st regiment and was present at the siege of Detroit.

Afterwards he was present at the battle of Queenston Heights, when General Brock and his A. D. C., Col. McDonell, fell, being one of the pall-bearers at the funeral of the latter. Later he was at the battles of Stony Creek and Lundy's Lane.

He also during the war commanded the guard which conveyed General Winfield Scott as prisoner of war to Niagara.

In 1818 he married Mary Boyles Powell, daughter of the late William Dummer Powell, Chief Justice of Upper Canada and Speaker of the Legislative Council, by whom he had nine children, four sons and five daughters, three of whom alone are now living, viz.:—Major General Jarvis, C. M. G., and Mrs. Farrell, widow of the late Colonel Sidney B. Farrell, Royal Engineers, in England, and George Murray Jarvis, of the Civil Service in Ottawa.

After the death of his father in 1818, Colonel Jarvis performed his official duties as Secretary of the Province, Clerk of the Crown in Chancery and Chief Superintendent of Indian Affairs.

During the rebellion of 1837-38 Colonel Jarvis raised the "Queen's Rangers," which were under his immediate command. He was subsequently commander of all the troops in garrison.

He was also present when the steamer Caroline was "cut out" and sent down Niagara River from Navy Island by Captain Drew and Allan McNab.

Later he was Judge Advocate on the

Court Martial assembled to try the American prisoner, General Sutherland, who attempted to commit suicide whilst confined in the old fort at Toronto.

Colonel Jarvis died in Toronto on 6th Sept., 1857.

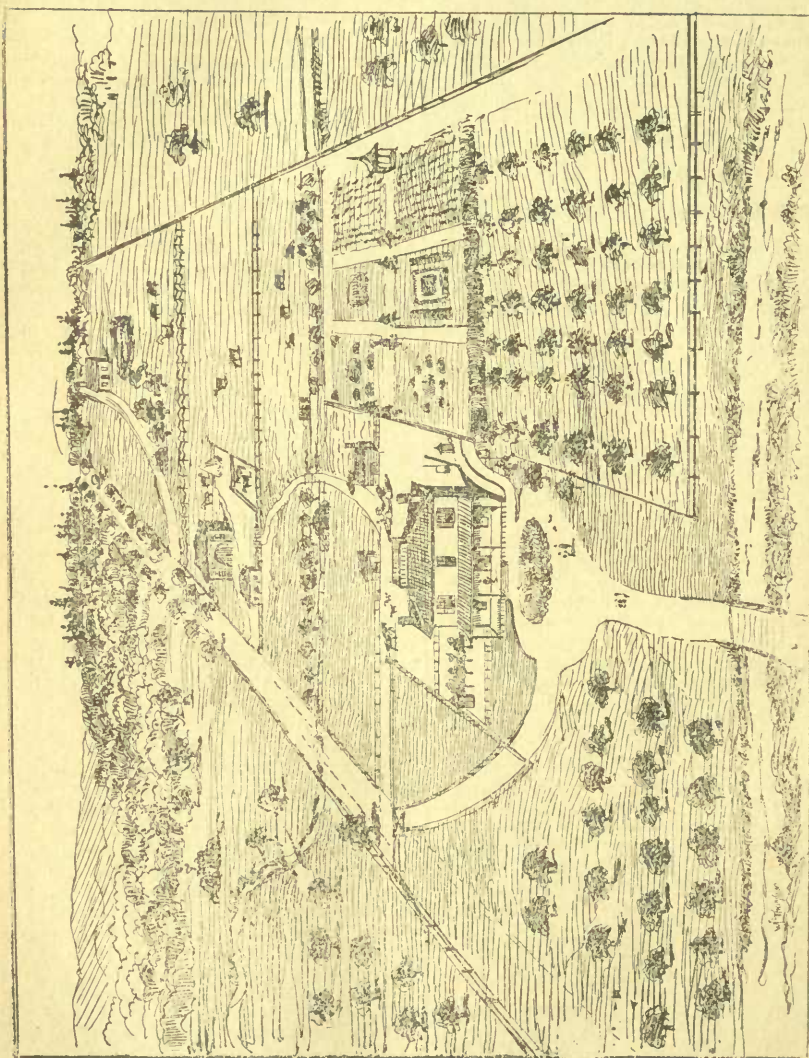
#### THE HAZEL BURN PROPERTY.

This property comprised one hundred acres, and was an original grant from the Crown to Secretary William Jarvis. The consideration was £100, or £1 an acre. When Secretary Jarvis died in 1818 the property passed into the hands of his eldest son, Col. Samuel Peters Jarvis. About 1822 or 1823 about 50 acres were cleared of the pine forest, which was the original growth on this land. In 1824 Mr. Samuel Jarvis erected the brick residence shown in the picture, and laid out some ten acres between the house and what is now Queen street (then Lot street) as orchards and garden. In this house, which was built by the late Mr. John Ewart, as contractor for the masonry work, Mr. Jarvis and his family resided until 1848, when, at the request of the corporation, the house, which stood exactly where Jarvis street and Shuter street intersect, was pulled down and Jarvis street opened out to Bloor street. Jarvis street of the present day, from Queen street south to King street, was then called New street, afterwards named Nelson street, and finally Jarvis street.

The house was a two-storey brick one, with verandah, and of substantial build. All the wood work inside was solid black walnut, and when the house was dismantled the woodwork was purchased by the late Colonel Carthew, who had it removed to the house he was then building on Yonge street, near Gallows Hill, and which was planned of exactly the same dimensions as Mr. Jarvis' house, in order to suit the woodwork. Colonel Carthew's house was totally destroyed by fire some years afterwards.

The outbuildings at Hazel Burn were chiefly built of brick. The stable, which was some distance north of the house, was standing some years ago on the west side of Jarvis street. The smoke house, also a brick structure, stood in the rear of the house, a little to the east, and was a place of terror to the small boys who frequented the orchards for the purpose of stealing apples, and who, when caught, as was frequently the case, were locked up in the smoke house for several hours as punishment. A short distance north, and at the west end of the large garden, was a very commodious fowl house and yard, also used as a rabbit house and warren, where hundreds of rabbits were kept. The picture shows the carriage house and sheds, and the creek, which





THE RESIDENCE OF COL. JARVIS.

flowed about midway between house and stable towards the east, passing through Moss Park and across Queen street. The root house, a large building of solid stone masonry, is also shown, built into the side of the hill facing the creek, and in which creek, as it came down from Davenport hill through the McGill property, was excellent trout fishing.

The log cabin shown at the extreme rear of the cleared 50 acres was occupied by the farm man (Forbes) and his family. In the immediate neighbourhood of the cabin was a swamp, where there was excellent snipe shooting. In the forest north of this to Bloor street deer were plentiful, and they as well as the snipe were frequently bagged by Mr. Jarvis and his friends on an evening after dinner.

In this forest was a heavy growth of hazelnut bushes, from which circumstance, no doubt, the place was named Hazel Burn. During the rebellion of 1837 many amusing scenes were witnessed at Hazel Burn. It was supposed the rebels would enter the town through these woods, and a guard was kept for several days and nights on the grounds. On one occasion when the guard were enjoying a supper well on in the night they were alarmed by the report of a musket discharged by one of the sentries stationed in the neighbourhood of the stable. When the guard turned out they found that a sentry had challenged several times what he thought was a man moving towards him in the dark, and receiving no reply to his challenge, he had fired and killed a calf that was grazing among the trees.

The carriage standing in the yard, as shown by the picture, had a history. It was brought to this country by Lady Sarah Maitland, and when she and Sir Peregrine returned to England it was purchased by Mr. Jarvis, and was in constant use till as late as 1865, when from age it became unserviceable. It is supposed to be still somewhere in Toronto. Many other reminiscences of the old place might be recorded, but they would be of little interest to any but those who were acquainted with it in those days, and who enjoyed its hospitality, which was proverbial. In 1846 there were private theatricals at Hazel Burn. The names of all those who took part are familiar:

#### HAZEL BURN THEATRICALS.

On Twelfth Night, the Thespians will perform five scenes from Sheridan's Comedy of  
**THE RIVALS.**

#### Dramatis Personæ.

Mrs. Malaprop, the aunt of Lydia.....  
..... Miss Eliza Fitzgerald

Lydia Languish, a sentimental young lady ..... Miss Emily Jarvis  
Julia Melville, the ward of St. Anthony ..... Miss Irving  
Lucy, Lydia's maid ..... Miss Jarvis  
Sir Anthony Absolute, a testy old gentleman ..... Mr. Alfred Sharpe  
Sir Lucius O'Trigger, an Irish Baronet ..... Mr. G. Murray Jarvis  
Captain Absolute, Sir Anthony's son, the lover of Lydia ..... Mr. Galt  
Faulkland, the lover of Julia ..... Mr. Bernard  
Bob Acres, a half-witted country squire ..... Mr. Irving  
Fag ..... Master Charles Jarvis  
Performance to Commence at Half-past Seven, JANUARY, 1846.

#### CHAPTER CCLXVII.

#### ST. JAMES' CHURCH.

##### The Second Building—How it was Built and by Whom—The Original Contract—Its Final Destruction

The first St. James' Church was a wooden building, erected on the same site as where now stands the stately ecclesiastical fane of the same name.

This first church had, to quote a letter from Archdeacon George O'Kill Stuart, "been built and entered into and used for public worship in 1807." Among its records are many interesting particulars. On March 1st, 1807, it is recorded that "a town meeting was held agreeably to the act of Legislature at Gilbert's Tavern, in the town of York, when and where the following gentlemen, D'Arcy Boulton, Esq., and William Allan, Esq., were nominated and appointed church wardens."

Sextons in 1807 do not appear to have been highly paid functionaries, for it is quaintly recorded that Joseph Hunt received "the sum of three pounds, fifteen shillings, Halifax currency, in full for one-quarter's allowance as clerk and sexton to the church at York, from March 4th, 1807, to the 4th of June, 1807."

In March, 1808, for the first time, "dollars" were referred to in the records. Up to that date all pecuniary transactions had been recorded in pounds, shillings and pence, Halifax currency.

The total pew rents received in this old church from March 4th, 1807, until March 1809, only amount to £73 4s 6d, Halifax currency, or \$292.90.

The first pulpit erected in St. James', which is now in Scarboro' church, was built by one Joshua Leach, for in the records there is an entry recording the payment to him of £3 7s 9d (or \$13.55), "in part payment for a pulpit erected in the church." The date is April 4th, 1809.

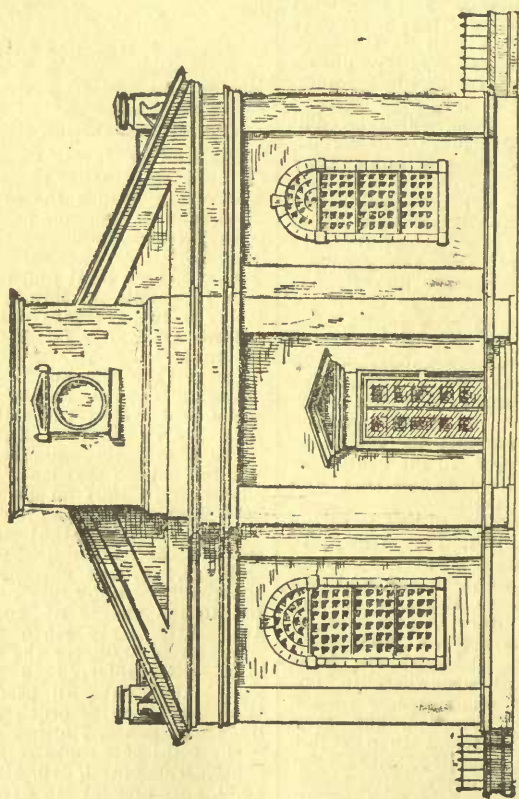
There was a slight improvement in the finances from March, 1809, to March,



1810, the amount received being \$161.55. The next account given is for two years ending March 4th, 1812, the receipts then being \$422.50.

This building, after thirty years' use, was found in 1831 to be no longer serviceable for the wants of the community of York, or rather the Anglican portion of the inhabitants of that town, and it was decided to erect a larger and more substantial edifice. Tenders, therefore, were invited from builders, and the specifica-

place, Esquire; William Henry Draper, of the same place, Esquire; James Grant Chewett, of the same place, Esquire; and George Duggan, of the same place, merchant, of the first part: John Ritchey, of the same place, carpenter and builder, of the second part; Jesse Ketchum, of York aforesaid, Esquire, and Thomas Silverthorn, of the township, Toronto, in the district aforesaid, yeoman, of the third part. Whereas, at a public meeting of the parishioners of the parish of St. James, in the town of York aforesaid, it



ST. JAMES' CATHEDRAL—ERECTED 1831, BURNED 1839.

tions contained therein were as set forth in the following reprint of the original contract:

"An agreement made and entered into the twenty-second day of October, in the year of our Lord, one thousand eight hundred and thirty-one.

"Between D'Arcy Boulton, junior, of the town of York, in the Home District, Esquire; Robert Stanton, of the same

place, Esquire; William Henry Draper, of the same place, Esquire; James Grant Chewett, of the same place, Esquire; and George Duggan, of the same place, merchant, of the first part: John Ritchey, of the same place, carpenter and builder, of the second part; Jesse Ketchum, of York aforesaid, Esquire, and Thomas Silverthorn, of the township, Toronto, in the district aforesaid, yeoman, of the third part. Whereas, at a public meeting of the parishioners of the parish of St. James, in the town of York aforesaid, it

was determined on re-building the Church of St. James in the said parish; and whereas, at the said meeting the above-named D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, were by the said parishioners appointed a committee for superintending the building of the said church, and were authorized to advertise for

and enter into a contract or contracts for re-building the said church ;

" And whereas at a meeting of the said committee a proposal or tender from the said John Ritchey was received for the erecting and building the said church ; and of the whole of the said work to be done thereto according to the drawings, plans and specifications made out and now in the possession of the said committee, for the sum of seven thousand four hundred and twenty-five pounds currency ; and such proposal and tender were agreed to by the said committee upon the terms and conditions hereinafter mentioned :

" And whereas the said Jesse Ketchum and Thomas Silverthorn have consented and agreed to become bound as sureties for the due fulfilment of the contract hereinafter mentioned and of the work to be performed by the said John Ritchey in re-building the said church ; now these presents witness, that for carrying the said agreement into execution the said D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, on behalf of themselves and of the prisoners on the one part ; and the said John Ritchey on the other part, do hereby mutually contract, declare and agree as follows :--

" First—The said John Ritchey doth covenant and agree with the said D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, and the survivors and survivor of them and the executors and the administrators of such survivor, that he, the said John Ritchey, in consideration of the sum of seven thousand four hundred and twenty-five pounds, hereinafter agreed to be paid to him, shall and will at the town of York aforesaid, on such spot as shall be pointed out to him by the said D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, at his own expense in every respect, erect and build, cover in and glaze, paint, plaster, stucco and completely finish with all necessary stone-work, brick-work, carpentry, joinery, iron-work, plastering, stucco, and in every respect make fit for the use of the said congregation agreeable to the specifications hereto annexed all and singular the said church or building mentioned or specified in the plan hereunto annexed ; the whole to be completed on or before the first day of September in the year of our Lord one thousand eight hundred and thirty-three.

" Secondly—That in consideration of the said sum of seven thousand four hundred and twenty-five pounds to be paid to the said

John Ritchey, as hereinafter mentioned, he, the said John Ritchey, doth hereby agree with the said parties of the first part, that he will find and provide every material of every nature and description of the very best kind to be used in and about the erection of the said church at his own proper cost and charge.

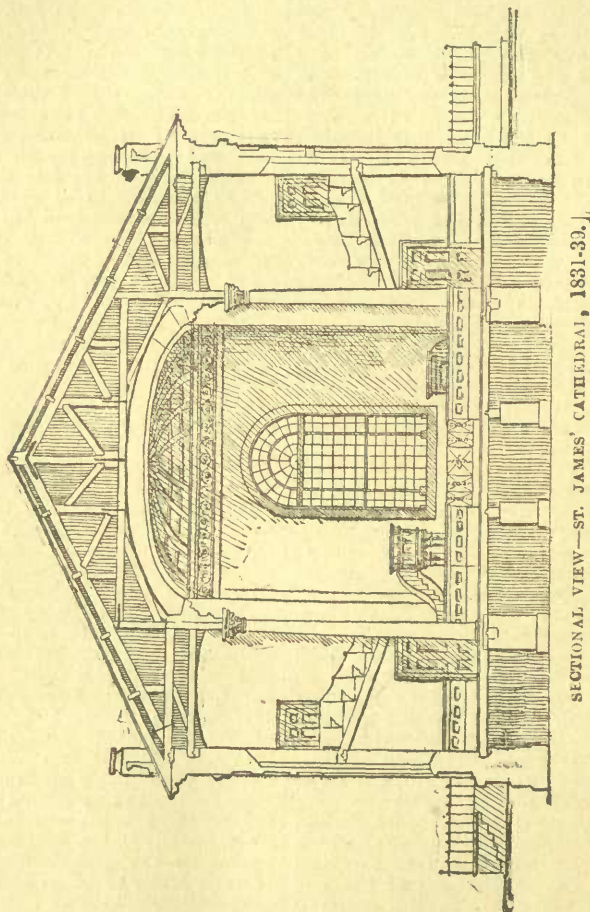
" Thirdly—That he, the said John Ritchey, shall and will erect the said church under the immediate superintendence of the said parties hereto of the first part ; or of such architect for the time being appointed by them or the survivor of them ; and that the said parties hereto of the first part or such architect to be by them appointed shall have full power and authority to give directions for and regulate the bringing in proper materials to be used in the erection and completing of the said church ; and also the mode and manner of performing the several works in and about the same, and if they or he shall think fit full power to reject any improper materials as aforesaid of every description, and to require the said John Ritchey to substitute better materials in lieu of such as they should think improper ; and generally to take care that every part of the work in the erecting the said church be done in a good and workmanlike manner.

" Fourthly—And the said D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, do hereby agree to and with the said John Ritchey, his executors, administrators and assigns in manner following : that is to say, that they, the said D'Arcy Boulton, Robert Stanton, William Henry Draper, James Grant Chewett and George Duggan, as such committee for the building of the said church as aforesaid, shall and will pay unto the said John Ritchey the said sum of seven thousand four hundred and twenty-five pounds in manner following : that is to say, the sum of one thousand pounds immediately on the signature of these presents ; and when the sum of one thousand pounds has been expended in work and materials for the said church, and delivered on the ground whereon the same is to be built, to be ascertained either by the parties of the first part, or certificate of an architect to be by them appointed as aforesaid, the residue of the said sum of seven thousand four hundred and twenty-five pounds, in manner following : that is to say, the sum of eighty pounds per centum upon the value of so much of the said church as shall at the end of every month from and after the expenditure of the said one thousand pounds be completed in a workmanlike manner : and on the value of



such materials as shall then be provided and delivered over and above the value of the said one thousand pounds, or of the last monthly valuation, and the residue of the said sum of seven thousand four hundred and twenty-five pounds, when the said building or church shall be completely finished and delivered over; provided, always, nevertheless, that no such payment

hereto of the first part, and the said John Ritchey, that in case they, the said parties hereto of the first part, or the survivors or survivor of them or the executors or administrators of the said survivor should direct any more work to be performed or done in and about the said church than is contained in the schedule hereunder written or annexed, then in such case the parties



SECTIONAL VIEW—ST. JAMES' CATHEDRAL, 1831-33.

as last aforesaid shall be made to the said John Ritchey without the consent and approbation of the said Jesse Ketchum and Thomas Silverthorn, first provided in writing to the said D'Arcy Boulton, William Henry Draper, James Grant Chewett and George Duggan.

"Fifthly—And it is hereby declared and agreed upon by and between the said parties

of the first part or the survivors or survivor of them, or the executors or administrators of the survivor shall or will pay, or cause to be paid, to the said John Ritchey, his executors, administrators or assigns, so much money as the said extra work and the materials used therein shall reasonably be worth, cost or amount to; anything before contained to the contrary

thereof notwithstanding; subject, nevertheless, to this proviso, that such direction and payment for any such extra work shall not be in any manner construed into a waiving or breaking of these articles of agreement in any manner whatsoever.

"Sixthly—And it is hereby covenanted and agreed by and between the said parties of the first part, and the said John Ritchey, that if any dispute or difference should happen to arise between them touching the said church hereby agreed to be erected and built as aforesaid, or touching or concerning other matter or thing whatsoever relating to the work hereby contracted to be done, or such additional or extra work, if any, or touching, or concerning the construction or meaning of these presents: then such dispute or difference shall be left to the determination and award of three indifferent persons, one to be named by the parties hereto of the first part, or the survivors or survivor of them, or the executors or administrators of such survivor; another by the said John Ritchey, his executors, administrators or assigns, and the third by the persons so first chosen, immediately or within ten days after notice of such dispute or difference; and if either of the said parties of the first and second parts shall by any writing under their or his hand or hands request the other party to refer any such dispute to arbitration, and to nominate any fit person or persons to be arbitrator or arbitrators on their or his part and behalf, and the party to whom such request shall be made shall for the space of ten days after such request shall be made refuse or neglect so to do, or refuse or neglect to execute a paper as arbitration bond, then, and in either such case, it shall and may be lawful to and for the person or persons chosen as arbitrator or arbitrators by the party making such request as aforesaid by any writing under his or their hand or hands to choose some person to act as arbitrator for the party so neglecting or refusing; and the persons so chosen arbitrators as hereinbefore is mentioned thereupon, and within three days afterwards proceed to choose an umpire; and the major part of such arbitrators or umpire shall within one week from the time of such reference make an award in the matters to be referred to them, with power, nevertheless, for the said major part of the said arbitrators and umpire from time to time to enlarge the time for making their said award; so as the said enlarged time shall not exceed one calendar month from the time of such arbitration first commencing; and the said award shall be final and conclusive on all parties thereto, and in

particular if either of the said parties shall have refused, declined or neglected to become a party to such reference after such nature as aforesaid, the parties so refusing or neglecting shall be bound and concluded by all the proceedings therein, and by the award to be made therein in the same manner to all intents and purposes as if the said party had been actually a party to the said reference and joined therein; and for the further and better enforcing the performance and observance of every or any award so made as aforesaid the reference or submission for, or in respect of the same, shall from time to time be made a rule of His Majesty's Court of King's Bench for Upper Canada, according to the statute in such case made and provided.

"Seventhly—And it is hereby further agreed by and between the said parties of the first and second parts, that the act or determination of the majority of the persons hereinbefore named of the first part shall be considered and taken as the act of the whole of the said parties of the first part.

"Eighthly—And it is hereby further covenanted and agreed by and between the parties of the first and second part hereto that in building the said church the said party of the second part shall be at liberty to make use of all such ground as shall be open and not in use for graves, but that in no respect shall he allow any materials or other things to be placed in or upon any graves or tombs within the church-yard.

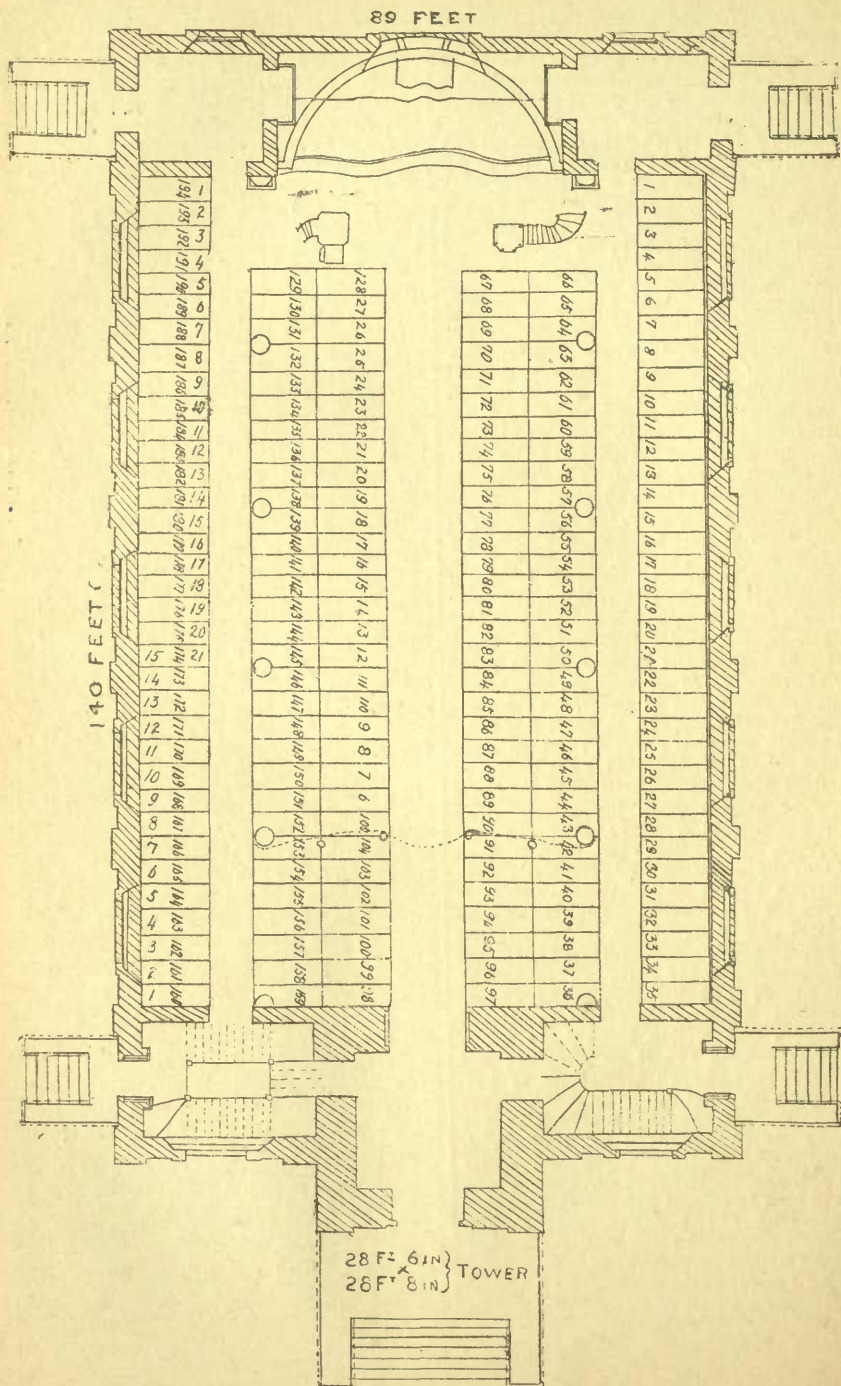
"And the said Jesse Ketchum and Thomas Silverthorn do hereby for themselves, and for, in and on behalf of their executors and administrators, covenant, grant and agree to and with the said parties of the first part, and the survivors and survivor of them, and the executors and administrators of such survivor in manner following: that is to say, that the said John Ritchey shall and will well and truly expend in work and materials for the said church the said sum of one thousand pounds, so to be advanced as aforesaid; and further, that he shall and will within the said time above limited for so doing, well, truly and faithfully build and in all things complete the said church according to this agreement hereinbefore contained, and according to the plans and specifications hereto annexed.

"In witness whereof the parties of these presents have hereunto set their hands and seals the day and year first above written, and in the second year of his Majesty's reign.

"Signed, sealed and delivered in the presence of

"John Strachan, S. Washburn, George





Duggan, John Ritchey, D. Boulton, jr., Robt. Stanton, Wm. H. Draper, T. G. Chewett, Jesse Ketchum, Thomas Silverthorn."

(The name of Mr. Chewett having been throughout interlined.)

"DIMENSIONS.—The size of the said church to be (exclusive of the projection of the plinth) one hundred and forty feet long the body of the church by eighty feet wide. The tower is to project, (beyond the one hundred and forty feet) nine feet six inches by twenty feet six inches square.

"Excavations.—The foundations for all the exterior walls to be excavated four feet deep below the ground line and of sufficient width for building the walls. Interior foundations to be excavated three feet below the ground line and of sufficient width for building the walls.

"Masonry.—Foundations of exterior walls to be four feet below the ground line. The footings to the foundation of the tower to be four feet ten inches thick, and about ten inches high, from said footing to ground line four feet, six inches thick, and from ground line to ground floor line four feet three inches thick.

"Side walls to have a footing three feet ten inches thick, and about ten inches high from said footing to ground line, three feet, six inches thick—from ground line to ground floor line, three feet four inches thick.

"The end walls to be three feet six inches thick at the footing, and from footing to ground line three feet two inches thick: from ground line to ground floor line to feet eleven inches thick. Partly formed choir walls to be three feet below the ground line, and from ground line to ground floor line four feet high and two feet thick. Ten piers for columns to be built three feet square from foundation to floor line, and ten piers to be built for the sleeper beams two feet square from foundation to floor line; all these foundation walls are to be built of good rubble work of lake stone to be laid on their natural beds and well bedded and bonded in good strong mortar.

"Walls.—The tower walls to be four feet thick, from the ground-floor-line to the top of the entablature—then two sets-off to be made at the top of the base of pedestal of six inches each; each leaving the thickness of the walls of the pedestal three feet thick. The tower to rise one foot above the ridge of the roof and the stone cornice, and bricking course above that, making the whole height of the tower sixty-two feet, six inches from the floor line.

"Side walls to be thirty-six feet high from

floor line to the eaves, to be three thick opposite the piers, and two feet six inches between the piers.

"End walls to be two feet eight inches thick opposite the piers, and two feet two inches thick between the piers.

"Gable walls to be one foot six inches thick. The whole of the above walls above the ground-line are to be built on the outside with regular course: Kingston-hammered stone, and the inside with lake stone, all well bedded and bonded, and kept straight and plumb.

"The inside partition walls to be built of brick, eighteen inches thick the first storey and fourteen inches thick on the second storey.

"Water table.—A cut stone water table to be put all around the building sixteen inches thick, well weathered down from the face of wall, well tooled jointed and set.

"Windows, etc.—The jambs, heads and sills of all the windows to be cut stone.

"The base moulding and cornice of the pedestal of the tower, the recess for the clock, the door sills and chimneys above the roof all to be of cut stone, well dressed, cut fair and square, well set and bedded and bonded into the walls in a proper manner. All this cut stone to be Burlington stone.

"Wing-walls and larding.—Excavate for the wing-walls, for steps and landing, four feet deep, the whole of the side of the wing-walls to be built in the same manner as the walls of the buildings, four feet below the ground line, built up with stone rubble work to receive the steps and landings. The whole of these steps and landings to the five entrances to be of Kingston cut stone, well worked, the landings to be laid in regular courses, well bedded and jointed.

"Plastering.—The whole of the plastering to be done in good, three-coat work, and the outside walls of the body of the church to be furled and lathed, proper cornices; and entablature to be worked and the niche head of the communion recess to be panelled; lathing and plastering of ceilings, partitions, etc., to be of good, double, narrow-split pine or cedar laths.

"Painting and glazing.—All the painting necessary for the inside of the church to be three-coat work; the glazing to be done in a neat manner, well bedded with black putty.

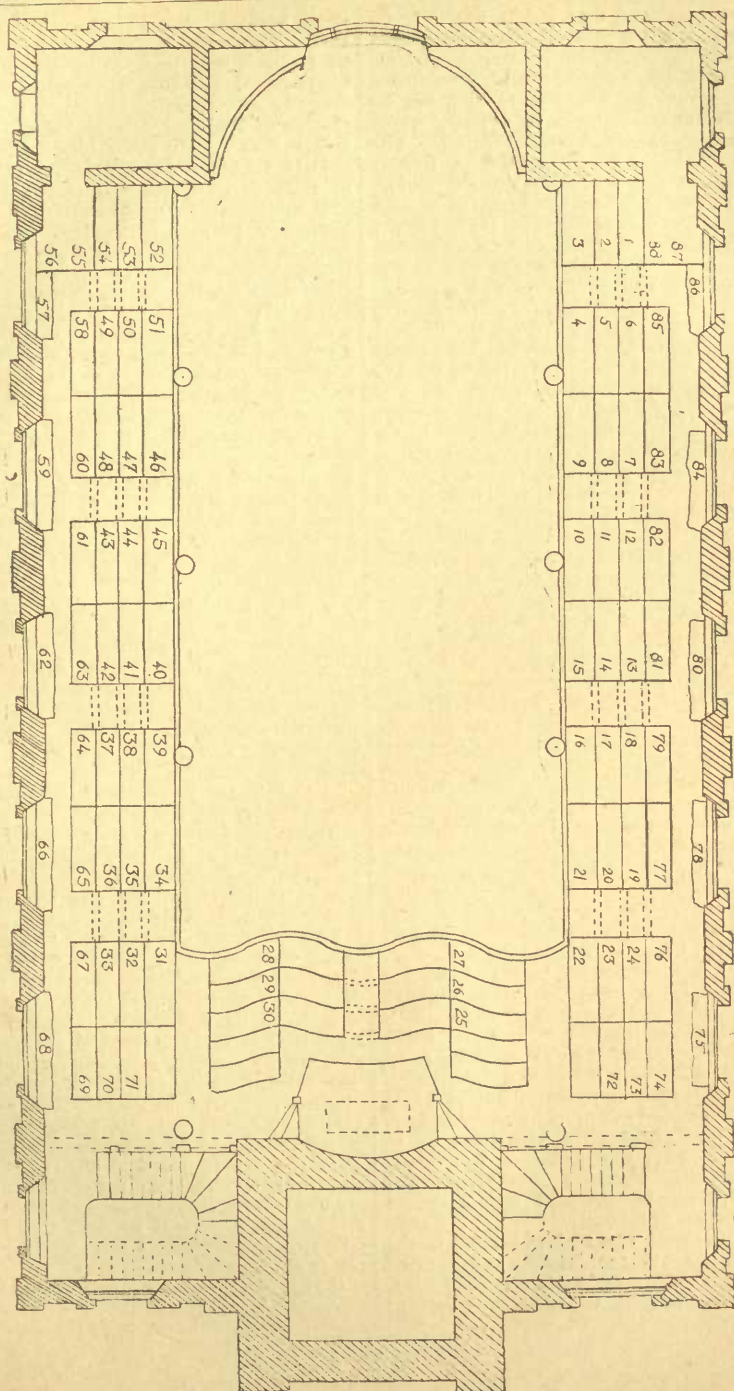
"Carpentry.—To prepare and fix four tier of sleeper beams, ten by sixteen inches, to run lengthwise of the church, and to be well bedded on the stone piers built for that purpose and prepare and fix ground floor wall plates, two and a half by eight inches, bedded on the walls. Prepare and fix a good floor of joists, three and a half by



fourteen inches, and two feet from centre to centre, and gained down to sleeper-beams, and bedded on the wall plate—all to be well laid and level; prepare a sufficient number of wood blocks and bond-timbers for all the openings, where necessary for the fixing of all the joiners' work, and delivered to the mason in time to be built in the walls. Make and fix all the centies for the masons, and proper lintels for the apertures where necessary; prepare and fix ten pine posts to be set on the oak templets, well bedded on stone piers, which said posts are to run up and frame into the principal rafters; prepare and fix a tier of wall-plates for galleries, six by ten inches, and to be well bedded on the wall. Prepare proper timbers for the two sides and end gallery, and well frame said timbers into the principal-posts and cocked on to the wall-plates, and filled in with joists framed two feet from centre to centre.

"The roof to be framed with six pairs of principals and properly trussed, with King and Queen posts, collar beams, etc., and to be well framed and secured with iron, suitable to the size of the building, and to be covered with one inch and a quarter inch boards, square jointed, and eighteen inch good pine shingles, laid four and a half inches to the weather and painted with two coat dark color; good bold moulding, horizontal and raking cornices; to prepare and properly fix to timbers built in for that purpose, and the parapet to be of wood properly prepared and fixed; put two tier of oak beams in the tower, and two beams in each tier, cocked on to the wall, plates of oak also framed at the angles. A floor of joists with one and a half inches rough floor, laid on the top tier of the said beams. Twelve windows to be made and fixed in the two sides and west end of the church, with proper boxed frames and sunk sills; two inch sashes, franked and donelled, to be made in three heights; and the top and bottom sashes to be hung with iron weights, brass pulleys, and patent lines; to be eight squares wide and twelve high to the springing, ten by fourteen glass, with circular heads—all properly wrought and the frames well bedded in the walls. A circular headed window to be made and fixed in the communion recess with mullion transom rail, sunk and moulded pilaster, proper boxed frame and sunk sill, two inch sashes properly made twelve squares high and nine do. wide, eleven by fifteen inch glass, the top sash in the centre part to be hung same as the other sashes. The four windows east end to be twenty four heights, each ten by twelve glass; the upper two

windows to be circular heads, to be properly made and single hung—two small windows to be made and fixed in the tower above the roof with solid frames hung with butthings and fastened with two bolts. Prepare and fix angle beads to all the windows to receive the plaster, jambs, as high as the springing of the arch. And prepare and fix proper grounds for the plastering where necessary throughout the building. Prepare and lay a one and a half inch batten floor, wrought, grooved and tongued and well nailed throughout the ground floor. And prepare and fix two good substantial staircases to lead to galleries; the steps to be twelve inches wide and ris about six and a half inches, well blocked and framed carriages and done in a substantial manner. Prepare and fix one, one and a half inches skirting, ten inches deep throughout where necessary, with a good, bold moulding; frame in and fix proper beures and risors for the step-pings in the galleries throughout; and prepare and lay a one and a half inch floor, wrought, grooved and tongued throughout said galleries, all well nailed and secured. Prepare and fix stout rabbited door frames. Do all the outside entrances with two-and-a-half-inch doors, moulded both sides with good bold moulding and raised panels, finished with one and a half inch jamb lining and soffit to correspond with the doors and proportionable double faced architraves, and bold band mouldings finished on plinths; prepare and fix a good proportionable frontispiece to each of the side doors, and a suitable iron rim'd lock with brass knobs put on each, and to be properly hung with suitable hinges. The principal entrance doors to be made folding; the centre doors between the tower and centre aisle to be made folding also, and the whole of the inside doors to be two-inch framed panelled and moulded, jamb linings and soffit to correspond, and the finishings all to be the same. The four inside doors at the east end to have a seven inch lock on each, and the three doors at the other end to have a door-spring and handle on each. Prepare and fix proper ribs for the centre ecliptic ceiling, and also over the said gallery, twelve inches apart, to receive the lathing; frame and fix a stud-d partition to form a proper curve for the communion recess. Prepare and fix proper ribs from top of the said partition to form the niche-head and ribs for the paneling of the same to be got to it. True curve and put up in a proper manner a platform to be raised in the said recess, with two mould steps in front and a floor laid through-



PLAN OF GALLERY OF ST. JAMES' CATHEDRAL—1831-39.



out. Prepare and fix a pulpit, neatly framed and panelled and moulded, supported by Ionic columns with carved capitals and moulded bases, and geometrical staircase, moulded handrail, to be fitted up with walnut and finished in a neat, workmanlike manner and well secured. The reading desk and clerk's ditto to be framed and panelled with walnut and correspond to the pulpit and finished in a neat manner. Prepare and fix 10 Ionic column properly glued up, of sufficient thickness, and well blacked, properly wrought and diminished each to have proper carved capitals; two half ones sides of communion to have moulded bases; and prepare and put up two small columns under the end gallery to be wrought solid and to be finished in the same style as the large ones. Prepare and fix a moulded plancier over top of large columns to be continued round the building; and prepare and fix proper bracketing for the plaster entablature over the same, and prepare and fix a framed and panelled plancier round under the gallery beams; and put a proportional entablature all round the bottom of the gallery front; prepare and put up the gallery fronts of walnut, about two feet nine inches high, framed, panelled and moulded with a neat cornice to be continued round the side and end galleries; fit up the gallery pews to correspond to the height of the fronts; the outside framing and doors next to the aisles to be framed, panelled and moulded of one and a quarter inch walnut; the backs and partitions, etc., to be framed and panelled of one and a half inch pine, finished with seat, book-board, etc., and walnut cappings, and the doors to be hung with japanned, projecting hinges. A platform to be framed for organ-loft, enclosed with proper doors, etc., with a lock on each, prepare and fit up the whole of the lower pews, the outside framing and doors, etc., next to the aisle to be framed, panelled and moulded of one and a half inch walnut, the backs and partitions, etc., to be framed and panelled of one and a half inch pine, finished with seat, book-boards, etc., and walnut cappings; the doors to be all well fitted and hung with japanned, projecting hinges. And all to be finished in a good and proper manner, and according to the true spirit and meaning of the aforesaid agreement, plans and specifications, whether anything shall have been omitted, either in the said agreement or specifications or plans."

The names of the various parties to the contract are all "as familiar as household words" to old Torontonians. D'Arcy Boulton was son of Judge Boulton, and resided

at the Grange. His widow afterwards gave the land upon which the Anglican church of St. George's was built, and of which church his grandson, the Rev. J. D'Arcy Cayley, is now the rector, while his great grandson, the Rev. Professor Cayley, is one of the "Dons" at Trinity University.

Robert Stanton was the Queen's printer, a man whose character was of the highest. William Henry Draper was the Chief Justice. His bust in marble now adorns the interior of the building which has succeeded the one he assisted to build. James Grant Chewett was a prominent Government official in the Surveyor-General's department, a son of Lieutenant-Colonel Chewett, of the 3rd York Militia. His name, with that of his father, was appended to the address of welcome presented to Lieutenant-Governor Gore when he re-assumed the reins of power in Upper Canada after the war of 1812. It is not necessary to say who George Duggan was, he and his doings are so well known to every one. Many even of those of the younger generation can remember him. If he was somewhat eccentric he was exceedingly kind-hearted, and has left many pleasant memories.

The next three names, those of John Ritchey, Jesse Ketchum and Thomas Silverthorn, are all well known. The first named erected many of the earlier buildings in Toronto, and his name is commemorated by Ritchey's Terrace on Adelaide street. Jesse Ketchum was Jesse Ketchum, a man *sui generis*, to slightly alter the words of the poet,

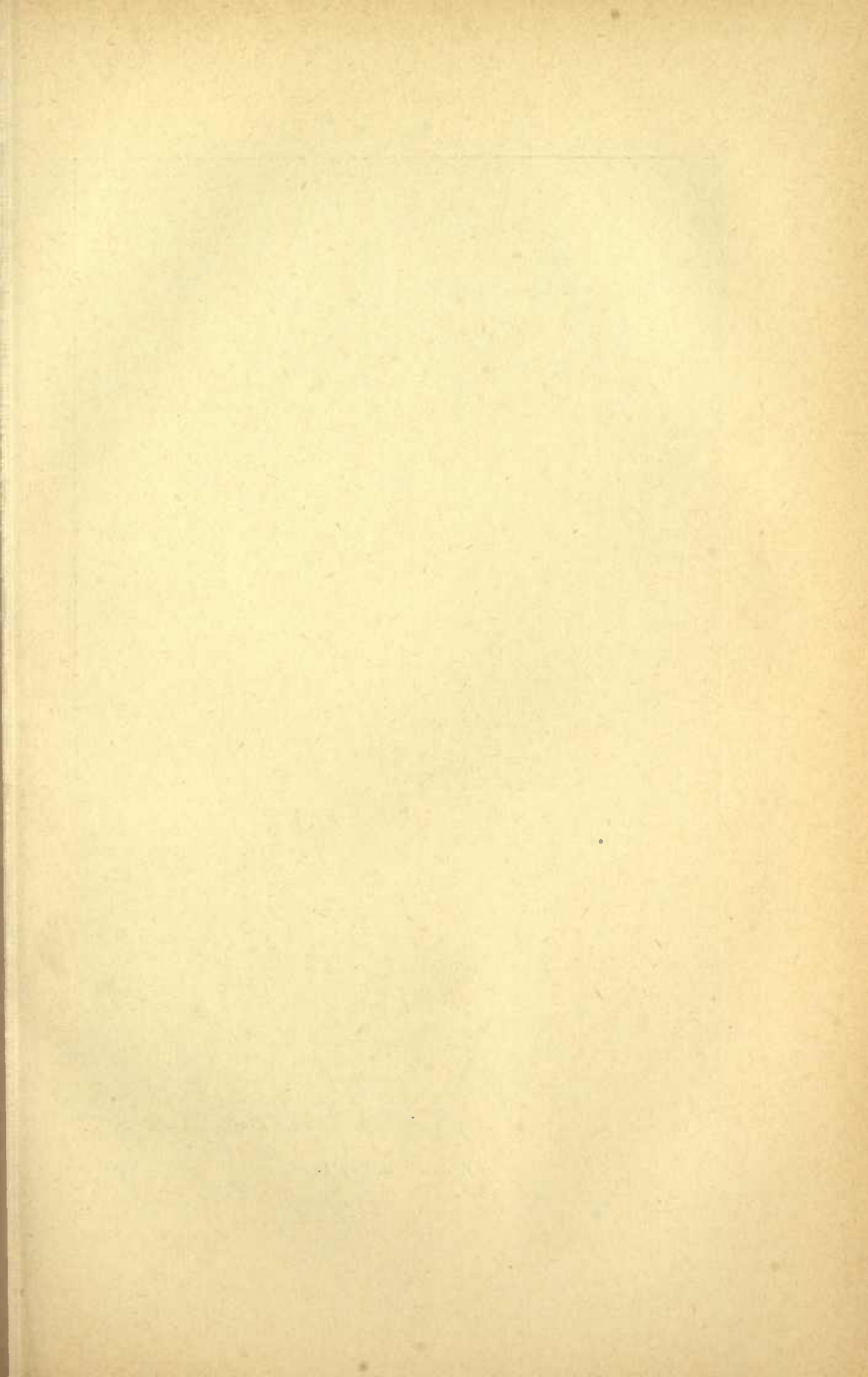
"Each morning saw some task begun,  
Each evening saw it done."

Thomas Silverthorn was a prominent agriculturist, many of whose descendants are still in the neighborhood of Toronto. He was an out and out Tory, and a most uncompromising churchman.

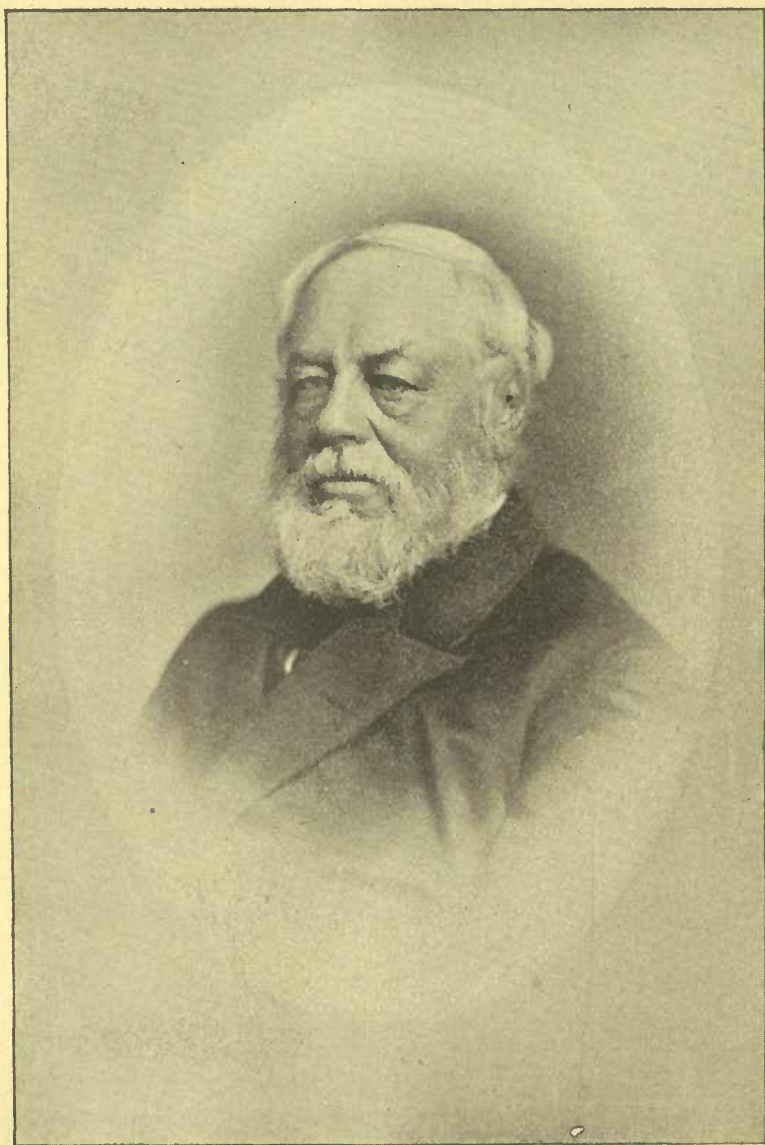
There is little more to add to the foregoing reminiscences; it is not a history of the congregation that assembled in St. James' and their doings that is being written, but of the building itself and of those concerned in erecting it. For rather more than eight years this, the second St. James', was in use when the end came.

About 8:30 on January 5th, 1839, a dense volume of smoke was seen issuing from one of the chimneys of the church. Shortly after the flames burst through the roof and quickly spread their devastating ravages throughout the sacred pile. The rest of the story will be best told in the following extract from a private letter written at the time describing the occurrence:—

"The appearance was both awful and sublime as the flames caught the pillars and







WILLIAM HELLIWELL

(op. 1035.)

the galleries. There were but few things saved from the devouring element, which continued its devastating course until it left the bare walls a sad and frightful spectacle of this grievous calamity.

"All classes of the people vied with each other to assist in saving the edifice from destruction, but their labors were unavailing. The number of spectators was immense. The militia maintained excellent order by their admirable management in keeping the roads open for the supply of water. The loss of the organ was deeply and bitterly deplored. The building was insured for \$30,000."

The church was at once re-built, but was again destroyed by fire in 1849, and replaced by the present structure two years later, re-aring like the fabled Phoenix from its own ashes.

## CHAPTER CCLXVIII.

### A CANADIAN PIONEER.

#### **Reminiscences of One of Toronto's Oldest Settlers—His Early Days, Education and Varied Experience—Men he Has Known.**

William Helliwell, the subject of this sketch, was born in 1811, at Todmorden, Yorkshire, England, and was in the same year baptised in the Cross Stone Parish Church.

He was the son of Thomas Helliwell, who married in the early days of the present century a Miss Lord, from the same county in England as himself. Both the father and mother of William Helliwell belonged to families who were dependent for their living upon the hand loom cotton trade. When power looms came into general use, just as the French Treaty of 1860 destroyed the Coventry ribbon trade, so did their introduction ruin the hand workers in the cotton districts.

When Thomas Helliwell left the old country, John Fielding, subsequently one of the cotton lords of England, bought his premises and they afterwards formed a part of the extensive premises occupied by the Fieldings.

The law of England at the time of the departure of Mr. Helliwell from his birth-place prohibited the emigration of manufacturers, so it was necessary for him to leave England without any announcement of his intention, and this he did, sailing from Sunderland on the northeastern coast, his family following him a few weeks later from Liverpool. Thomas, his eldest son, however, remained some months later than the rest of the family in order to finally wind up his father's affairs in England.

When Mr. and Mrs. Helliwell settled in Canada their family consisted of five sons, Thomas, John, Joseph, William and Charles, and two daughters, Betty, afterwards married to John Eastwood, and Mary, who became the wife of Colin Skinner.

The first place in Canada at which the Helliwells resided was Lundy's Lane. There they remained four months, when they removed to Johnson's Corner, now Drummondville, for the purpose of keeping a store.

But before reaching Lundy's Lane and after leaving Liverpool the Helliwells had much to endure and no small amount of hardship to undergo. They sailed from Liverpool in the ship Abeona, belonging to Portland in the State of Maine, U. S. A., in June, 1818.

Coming out of port the captain of the ship and the pilot disagreed, and through the neglect of one of them, or possibly of both, the ship ran aground in the Mersey, and as the tide went out was left high and dry. She was at last got off, but was found to be making water very quickly. Her crew were greatly alarmed and refused to proceed, so that there was nothing for the captain to do but put back to Liverpool, which he did, the vessel's pumps being kept constantly at work.

At Liverpool they remained for three days to effect repairs, then again set sail for New York, which after a voyage extending over six weeks was at last reached. Here, however, fresh troubles beset them, as the captain of the ship failed to fulfil a portion of his engagements with his passengers. Of these the whole of them, with one single exception, were emigrants. It is to be feared that the solitary cabin passenger must have had anything but a lively time.

Many of the Abeona's passengers, instead of at once resuming their journey to their destinations either in Canada or the United States, remained in New York for the purpose of taking legal proceedings against the captain, but the Helliwells did nothing of the kind. They obtained a small boat from the captain, into it put them elves and their goods and soon landed at Pertham Bay, N.Y. From there they sailed to Albany and from thence to Schenectady. From the latter place they shipped in Durham boats for Oswego and reached that port after a tiresome journey of several days' duration.

While on their journey from Schenectady to Oswego, when evening approached the boat halted and was moored fast for the night, the whole of its occupants camping on the river bank.

After a very brief rest at Oswego the



Helliwells shipped for Lewiston, which was safely reached after a very stormy passage. At Lewiston they were met by Mr. Eastwood, who crossed with them to Queenston, from whence they went to Lundy's Lane. It was getting towards the latter end of August, and Mr. William Helliwell relates how greatly interested he was in all he saw, and how well he recollects the day. One circumstance he vividly remembers, and that is that there was at the time a wild beast exhibition which consisted of one single elephant, and that people had come from miles around to see it.

More than probably there were some other exhibits of a less sensational kind, but the elephant comprised the show's only real attraction.

William Helliwell, as soon as his father had got fairly settled in this country, was sent to a school at Drummond Hill, one and a half miles distant from the Falls of Niagara, kept by an American named Cusack. The school is still carried on in 1893, although not in the same building, and it is almost needless to add Mr. Helliwell's former preceptor has for a long time past been among the large number of "men he has known" in his prolonged and useful life.

Thomas Helliwell continued to reside at Lundy's Lane until 1820 when he purchased from a man in Niagara, the representative of the owner who was supposed to have been killed in action at the battle of Chippewa, lot 7, 1st concession 'Scarboro', and there removed with his entire family.

Mr. Helliwell built on the banks of the Don, near York, in 1820 a brewery and distillery, and there carried on business until his death in 1825. When that occurred his widow and sons continued both concerns until 1840, when Mrs. Helliwell retired from all active part in the business. She died in 1843. Upon her decease the firm became Thomas Helliwell & Bros., and remained so until 1847, when a dissolution of partnership took place.

William Helliwell when this took place bought from the Clergy Reserves lot 8 1st concession 'Scarboro', situated at the Highland Creek, where he has resided ever since. No sooner, however, was the purchase effected than Mr. Helliwell found that there were two people who had an honest claim upon the estate. These were the late Colonel E. W. Thomson and William Cornell as representatives of Parshall Terry, who had been drowned in the Don many years previously. E. W. Thomson was a son-in-law of Parshall Terry and William Cornell had married his widow. However, Mr. Helliwell satisfied himself that the de-

mand made was a just one and it was duly settled.

Many of William Helliwell's reminiscences are most interesting. When he first went with his father to the Don Valley, wolves, bears, wildcats, and other species of wild animals were to be found in plenty at almost the very doors of the mill. He can remember how Indians, belonging to the Mississauga tribe, encamped on the banks of the Don so near its mouth as where Taylor's paper mill is, for the purpose of fishing and hunting, as recently as 1831 or 1832.

As a young man he often drove to Toronto or York, as it then was named, in early morning, sometimes accommodating with a seat beside him in his light waggon a lad not so very much his junior, who has since achieved distinction as a teacher and historian, then a pupil at Dr. Strachan's school, the venerable Henry Scadding.

Among notable people whom Mr. Helliwell has met and conversed with, as they at various times visited the brewery, were Sir Peregrine and Lady Sarah Maitland, the former of whom was Lieutenant Governor of the province and the latter his wife. The spot must often have served to remind Lady Sarah of her English home, Goodwood, the Duke of Richmond's residence, as she looked upon the hills and valleys, then covered with trees clothed in luxurious foliage, which were to be seen from the brewery, while the river in the distance surely yet noiselessly made its way to the lake beyond.

Besides these, though, at a later date, came Sir John Colborne and his military secretary, Colonel Rowan, often accompanied on horseback by a party of ladies. The Bishop of Toronto and his sometime pupil and lifelong friend, Sir John Beverley Robinson, occasionally called at the brewery and partook of a glass of the ale brewed there, as they chatted to William Helliwell at the door.

Mr. Helliwell knew others whose very names even are almost forgotten, who were nevertheless notable in their day. He knew and well remembers Hugh Christopher Thomson, of Kingston, who was proprietor and editor of a newspaper published in that city sixty years since, besides being a member of the Provincial Parliament for Frontenac. He knew David Thomson and his wife, of the latter of whom it is recorded on the tombstone in the Scarboro' churchyard that "She was the Mother of Scarboro'." Many of the hardships Mrs. Thomson endured now nearly a century since, when she and her husband first went to Scarboro', have been related by her personally to Mr. Helliwell.

He has conversed with William Allan.

who was a Tory among Tories, and also with William Lyon Macenzie, who was the very reverse. He was acquainted with men of such directly opposite opinions as Dr. Rolph and Chief Justices Draper and Harman.

Alexander and Joseph Dixon and George Gurnett, all bygone Toronto worthies (though so long since that they and their doings are now but a faint memory) were all well-known to him.

Besides these the three brothers, John, William and Clarke Gamble, the latter of whom alone survives, John Henry Dunn, Thomas Gibbs Ridout, Dr. Widmer, Col. Fitzgibbon, William Henry Boulton and George Gooderham were among his acquaintances. They have long years ago joined the great and silent majority and yet Mr. Helliwell is still here hale and vigorous.

At the time of the rebellion, in the year 1837, William Helliwell was gazetted to a captaincy in the 1st Regiment, North York Militia, Colonel Cameron being commanding officer. He is now of all the officers in the regiment the only survivor.

Mr. Helliwell has been twice married and has a large family of sons and daughters. He is famous for his hospitality, for his kind-heartedness and his never-failing fund of anecdotes and dry humour. He was appointed overseer of fisheries for the County of York sixteen years ago and still holds that position with credit to himself and the county. It is to be hoped he may be long spared in health and strength to discharge his duties.

## CHAPTER CCLXIX.

### AN OLD LOTTERY SCHEME.

#### The Proposal to Raise Funds for the Construction of the Toronto, Simcoe and Huron Railway.

In the days of 1849 it was legal to hold lotteries under an act of the Canadian Parliament which received the Royal assent in 1849. In England this principle of raising money had been adopted in connection with the art unions, and the idea was imported to Canada with the view of raising money for the building of the Northern Railway, or, as it was then known, the Toronto, Simcoe and Huron Railway.

One of the old prospectuses of this scheme has turned up, and although the proposal to raise funds in this manner never materialized, the document is unique and worthy of reproduction.

The gentlemen who were promoters of the scheme were all prominent citizens of Toronto. The word "tirage" signifies "drawing," or, in other words, a lottery.

#### TORONTO SIMCOE AND HURON RAILROAD UNION COMPANY.

UNION OF INTERESTS.

Capital \$2,000,000.

An extensive Canadian Railroad Union Tirage. Founded upon the principles of the Art Unions of England, specially authorized by an Act of the Provincial Parliament, 12th Vic., cap. 199, and sanctioned by the Royal assent of Her Majesty in Privy Council.

July 30th, 1849.

Containing \$2,000,000 in stock, in various allotments of \$100,000—\$40,000—\$20,000—\$10,000—\$2,000—\$1,000 etc.

The proceeds to be applied to construct a Railroad from Toronto to Lake Huron, touching at Holland Landing and Barrie. To be publicly drawn at the City Hall, Toronto, under the superintendence of Directors specially authorized by the Act of Incorporation, consisting of the following gentlemen, viz:

F. C. CAPREOL, HON. HENRY JOHN POULTON M. P., JOHN HIBBERT, ROBERT EASTON BURNS, JOSEPH CURRAN MORRISON, M. P. P. CHARLES BERCZY, JOSEPH DAVIS RIDOUT, GEORGE BARROW, ALBERT FURNISS, BENJAMIN HOLMES, M. P. P.

BANKERS—COMMERCIAL BANK, M. D., TORONTO, AND ITS VARIOUS BRANCHES IN CANADA.

Every number to be drawn and each number to have its fate decided in accordance with the plan directed by the Act of Incorporation.

Fourteen days' public notice to be given previous to day of drawing.

F. C. CAPREOL,

Manager, appointed by Board of Directors.

#### GRAND PLAN.

2 magnificent allotments of \$100,000 in stock	\$200,000
6 splendid allotments of 40,000	240,000
10 extensive allotments of 20,000	200,000
16 large allotments of 10,000	160,000
20 allotments of 5,000	100,000
50 allotments of 2,000	100,000
100 allotments of 1,000	100,000
250 allotments of 500	125,000
500 allotments of 250	125,000
2,500 allotments of 100	250,000
5,000 allotments of 50	250,000
7,500 allotments of 20	150,000
13,954 allotments, amounting to	\$2,000,000
100,000 contributions amount to	\$2,000,000

Being little more than five blanks to an allotment.



Contributions \$20 each; halves and quarters in proportion. Scrip will be issued for allotments within 40 days after the drawing, on payment of 12 per cent. thereon, in compliance with the provisions of the Act of Incorporation.

This grand and important plan is particularly deserving of attention from every class of the community in Canada and various parts of the United States, whether directly interested in railroads or not. It has been projected as a great public advantage, that of opening a railway communication across the Peninsula to the Far West, in connection with the lines now finished from New York and Boston to Oswego, thus rendering the northern route by Toronto to the Western States shorter than any other by several hundred miles, the distance across the peninsula being only about 80 miles, thus avoiding the circuitous and dangerous route by Lake Erie and the southern shore of Lake Huron.

It is presumed that when this line of railway is finished it will be the best paying stock in North America.

Applications for tickets (enclosing remittances) to be addressed, post paid, to

F. C. CAPREOL, Manager.

Union Tirage Hall, Toronto, Dec. 1st, 1849.

Mr. F. C. Capreol, the manager of the enterprise, was the projector of the Northern Railway, an enterprise that has brought millions of tons of freight and a myriad of passengers to the city since its opening.

TORONTO, October 8th, 1851.

The ceremony of "turning the first sod" of the Ontario, Simcoe & Huron Railroad being appointed to take place on Wednesday next, the 15th inst., in the presence of his Excellency the Governor-General, the Countess of Elgin, and other distinguished personages, the civic authorities of the city of Toronto and the contractors and directors of the road have decided upon celebrating that important event; they therefore request the honor of your company at a procession and other intended ceremonies on that auspicious occasion.

Committee of  
Invitation, { R. DEMPSEY, A'derman.  
A. V. BROWN  
GEORGE BARROW.

## CHAPTER CCLXX.

### A Reminiscence of the Old Market Square.

Fifty-seven years ago, on the occasion of the coronation of Queen Victoria, it was resolved by several prominent citizens of Toronto, to have a public feast, during the

day and a general illumination of the town at night.

Mr. Wm. Helliwell, of Highland Creek, one of the few spectators left, in talking of the event says:—The market then was a square, with the butchers' stalls facing this square. There was a large gate or entrance on King street, Front street and East and West Market streets, the centre of the square being occupied by the farmers. To carry out the celebration, several tables were placed in this square or court. The butchers stalls were vacated, decorated with evergreens, and converted into booths, where tea, coffee, etc., were served to the citizens. The tables were loaded with all kinds of eatables, beef, mutton, pudding, pies, etc., contributed by the people, the most noticeable gift being a huge plum pudding, furnished by Chas. Daly, who was then clerk of the Council. This pudding weighed over a hundred pounds, and was two days in boiling, and turned out most satisfactory. There was also an entire ox roasted, the cooking being done in the basement of Judge Sherwood's house, which stood then where the Board of Trade building now stands, on the corner of Yonge and Front streets. The Sherwood house had been pulled down some months before, and what remained of the basement was used as a kitchen to roast the ox. On coronation day the ox was well cooked and placed on a sledge, which was drawn by four horses, gaily decorated, and driven by a prominent citizen, noted for his loyalty, Mr. James Brown, the wharfinger. On arriving at the Front street entrance of the market the four gates were simultaneously opened, and two military bands, stationed on the balconies, overlooking the square, struck up "The Roast Beef of Old England," when the expectant crowd marched in and the good things provided were served by Messrs. George Percival Ridout, Thomas D. Harris and other gentlemen of the town. Every one contributed his mite. The hardware stores lent knives, forks and spoons; the crockery stores plates and dishes; beer was supplied by the Messrs. Helliwell, and it is creditable to remark, says Mr. Helliwell, that although everyone was free to eat and drink as they pleased there was no abuse of the privilege. In the evening there were fireworks and a general illumination, and every window in the town and its suburbs had a light of some kind. The festivities were kept up to an early hour of the morning, a day of rejoicing, without accident, that will be remembered by many of our citizens who are still to the fore.

## CHAPTER CCLXXI. OLD NEWSPAPERS.

### The Files in the Library at Ottawa.

There are very few complete files of old newspapers in any of the libraries of the Dominion. The Parliamentary library at Ottawa has a complete file of the *Quebec Gazette*, and in the Ontario library there is a partial file of Montreal papers. The following is a list of the newspapers published in Upper Canada, now in the newspaper room of the library at Ottawa :

The *Christian Recorder*, for one year, from March, 1819, to February, 1820.

The *Church*, a weekly paper devoted to the Church of England in the provinces of Upper and Lower Canada; folio volumes 3 (1839) to 17 (1854); published at Cobourg until 1846 and afterwards at Toronto.

The *Monthly Review*, devoted to the Civil Government of Canada, from January to July, 1841. See Hodgins' *Life of Dr. Ryerson*, p. 265.

The *Kingston Chronicle and Gazette*, from July, 1840, to June, 1842; 2 vols.

The *British Colonist*, published at Toronto, by Hugh Scobie from February, 1838, to January, 1854. Bound in 15 vols. The first two issues appeared under the title of "The Scotsman." It was afterwards changed to the "British Colonist."

The *Packet*, published at Bytown (C. W.) now Ottawa, by Mr. Harris (1854). Begins with vol. 111 and ends with vol. 6.

The *Ottawa Tribune*, published at Bytown (Ottawa). From first issue, July 23, 1854, to April 25, 1862.

The *Union*, published at Ottawa. No. 1 of vol. 2, March 30, 1859, vols. 2, 3, 4, complete up to March 12, 1862.

*Canadian Agriculturist*, published at Toronto; vols. 1 to 15, 1849 to 1863.

*York Almanac and Royal Calendar of U. C.* for the year 1825. York, 1824.

*Toronto Almanac and Royal Calendar of Upper Canada* for the year 1839.

### A Long Lost Watch.

Mr. Wm. Helliwell, of Highland Creek, relates an incident of nearly seventy years ago, connected with the story of a watch that was lost for fifteen years. Mrs. Smith, the wife of old Uncle John Smith, now gone to his rest, lived at the old homestead on the east side of the Don, in a house that was recently torn down. On one occasion Mrs. Smith had to come to the town of York to transact business and put up at the Sherbourne House, on King street east, near Caroline street (Sherbourne), which was

kept by a Mr. De Forest. Mrs. S. had with her many pounds in Bank of England notes, a gold watch and chain, and other valuables. During her absence from the house the money and valuables were stolen. Search was made, but no trace of the property could be found. Twelve or fifteen years afterwards, when Parliament street was opened, the Helliwell Company, who were distillers and general dealers, owned the Don Mills road. Their carts and wagons used to travel from the city up Parliament street, part of which was planked. The St. James' cathedral builder owned part of the road, and joined with the Helliwells and planked part of the road, and the Helliwells then sold the debentures at 95 to raise money for that purpose. In opening the road there were many places where they dug deep cuttings. One day a teamster in the employ of Taylor Bros., driving up the road, saw a place where, apparently, a cow had torn away the earth from the side of the plank. The man fancied that he saw a gold watch or case lying on the earth. He could not leave his horses going up the hill, but when he came back that way he got down from his waggon and picked up a gold watch, which proved to be that which had been lost fifteen years before. The notes were never found, although a lot of the jewellery was afterwards discovered.

### A Long Drive.

Mr. Wm. Helliwell, of Highland Creek, states that "on reading the account of the old Coffin building on Front street and Mr. Weller's stages, an episode in connection with the latter is brought to my mind. It was the conveyance by Mr. Weller of Sir Poulet Thompson (afterwards Lord Sydenham, who died in Kingston), the Governor-General, from Toronto to Montreal. This service was performed at a speed almost equal to that of the railway, being done at fifteen miles an hour from start to finish. Mr. Weller had a sleigh fitted up with a bed in it for the accommodation of the Governor-General. Weller himself took the box and reins. For this service he received \$400, and the Governor also made him a present of a gold watch. Mr. Weller had made arrangements for the change of horses at short distances all along the road, and these changes were waiting ready harnessed at stated places. The horses were kept always at full speed. Mr. Weller and the Governor were the only occupants of the sleigh until the former became so exhausted that he could no longer hold the reins, when he took a driver with him, but he retained his seat on the box to the end of the journey."



## CHAPTER CCLXXII.

## THE MILITARY TANDEM CLUB.

**The Members' Names—Some Famous Soldiers—Wonderful Attempts at Poetry—Amusing Allusions and Reminiscences.**

Who is there that has not laughed over the proceedings of the far-famed Pickwick Club and the subsequent doings of its famous members? But while people have laughed, they have at the same time said to themselves that such ridiculous scenes as delineated by Dickens could never have happened in real life. Well, possibly some of them could not, though that is doubtful, as probably will be conceded by those readers who peruse the following account of the three years' proceedings of the once famous but now all but forgotten Tandem Club.

This club was formed as is partly implied by its name, for the purpose of enjoying sleighing and encouraging and developing the accomplishment of tandem driving by its members. The latter were for the most part officers drawn from the various regiments of infantry stationed in Toronto, though there were a few others who were members of Toronto society and not of the Garrison. The club was organized in 1840, and was composed of the following members:—

Lieutenant-Colonel Wingfield and Major Markham (Faugh-a-Ballagh), Captain Brooke (Erin-go-Bragh), Captain Osborne Markham (Ursa Minor), Lieut. Dickson (Nora Creina), all of the 32nd Regiment. Lieut.-Col. McBean, R.A., (The Governor), Capt. Holliday, 93rd Highlanders (the Cobra), Lieut. Colville, 85th Regiment (Hirondelle), Lieut. Bamford, 73rd Regiment (Tally Ho), Captain Arthur, A.D.C., (The Age), Lieut. Domville, A.D.C., (L'Inconnu), and Capt. Strachan (The Rivals). The names in brackets are those by which each members' sleigh was known. There were no particular rules binding upon the club excepting that its members should meet as often as the sleighing and military duties permitted, and that after each drive the drivers should dine together in the evening. A new President and Vice President were named at each successive gathering and after dinner it was the duty of the latter to recount in verse the adventures of the club at their preceding drive, it may have been a week or perhaps only a few days earlier.

The first drive of the season took place on Tuesday, December 24th, 1839. The members duly dined together at night, but on this occasion there was no poetry. That was reserved for a week later, when after their drive the members dined together under

the Presidency of Captain Arthur, A. D. C., with Major Markham, 32nd Regiment, as vice-president. The Major thus describes the previous week's experience:

The snow was deep, the weather fair,  
And brightly shone the sun;  
And every one was ready there  
To start at half-past one.

The president appeared anon,  
Not driving his turn out  
The cause of which phenomenon  
Was subject to much doubt.

What was the cause, I cannot say,  
I never could find out;  
His team was driven on that day  
By Norah Creina—"Young Boot."

The next half dozen verses describe the other drivers and their sleighs, and then in one verse he thus very modestly refers to himself:

The last (I'm modest, as you know)  
Beats you, I think, all hollow;  
I will not further praise it now—  
Its name is Faugh a Ballagh.

It is interesting to learn from the gallant major's poetical narrative that

"During the drive no corpse was made,  
And nought occurred particular."

And that at the close they all adjourned at Osgoode Hall (then used as barracks). The vice president concluded thus:

Success attend us, and conduce  
To make our winter gay,  
And may our club the seeds produce  
Of many a happy day.

One of two things must have happened after this meeting—Either military duties were extremely onerous or there was no sleighing probably the latter, for the club did not meet again until January 21st, 1840, when Lieut. Bamford, 73rd Regiment, presided, and Lieut. Colville, of the 85th, was in the vice-chair. Judging from the latter's rhymes, the club, at their preceding drive, must have had "a high old time." Among other trifling adventures, such as one of the leaders trying to kick the horse in the shafts, and finally getting loose and running away, another turning round and looking its driver pleasantly in the face and finally one team—that driven by the vice president himself—conducting itself thus upon entering King street:—

And here the Vice's horses seed  
Some sight which made them canter.

This canter soon a gallop grew,  
The driver pulls in vain,  
And Marie helps, in hopes that two  
Might pull up horses twain.

But useless is the pains they take,  
The horses will not stop;  
Across the road their way they make  
To visit Rowsell's shop.

Poor Colonel Wells's sleigh was there,  
Just in the road it stood;  
So he must their diversion share,  
Or cut in haste his wood.

The Colonel stands, and into he  
The furious horses dash;  
Right seldom do spectators see  
So elegant a smash.

After this slight "incident" in the day's proceedings the club had a lunch which we learn included a dozen of champagne, (it is to be hoped the ill used Mr. Rowsell and Colonel Wells were invited to join in the festivities,) and then started to return to their barracks, but the day's fun was not all over even then, for another team ran away and eventually brought the sleigh they were drawing to unutterable grief against a lamp post. The end of the drive was as is thus rhymingly related:—

Now wending home, we thought that all  
Adventures were past over,  
When Major Markham had a fall,  
The club's retreat to cover. }

And so long live our noble Queen  
And send her children twenty;  
To flourish on old England's scene,  
In constant peace and plenty.

And may we have another time  
A drive as rich in frolics,  
And laugh, and joke, and spin a rhyme,  
To keep off melancholics.

When the members again met around the festive board on February 4th, Captain Halliday and Colonel Wingfield were in the chair and vice-chair. The latest drive had, it seems, been a somewhat uneventful, though a very merry one; the colonel, in somewhat halting rhyme and in execrable metre, related the day's doings, and finished thus:

To Chetah then our thanks let's pay  
For the merry drive he led;  
Our thanks are due, we all must say,  
And then, I think, all's said.

My tale I've told, and whilst I crave  
Pardon and grace from you,  
Believe me, hearers, fair and brave,  
Your humble servant, W.

The allusion to "chetah" in the colonel's verse may not be understood. Captain Halliday's sleigh bore that name, though it had first been known as the "Cobra." It cannot be said that the change was much of an improvement, as a chetah is quite as detestable an animal as a cobra is a reptile. The old rhyming proverb comes to mind in this connection: "Change the name and not the letter, you change to worse instead of better."

The last meet of the season took place on Feb. 6th, when the president and vice-president were Lieut Col. Wingfield and McEan respectively. The last told his story at great length, after describing the start and its various incidents, among which were two upsets, the gallant poet finishes his story thus:—

Whilst we were out nought else went wrong,  
The drive, perhaps, was rather long,

For heavy was the sleighing;  
Enough's as good as any feast,  
Which, in the present case at least,  
Is a very good old saying.

The day was fine and mild; the snow  
I'm very much afraid will go,

If it continues thawing.  
The driver of the Hirordelle  
Could not turn out (but he was well  
Employed with Frazer drawing).

The extra aide, although he knew  
That we should miss the Inconnu,  
Did not appear at all;  
The Rivals and the Age failed too  
To meet us at the rendezvous  
In front of Osgoode Hall

And we had also to lament  
The absence of the Tow, who went  
To London—and I find  
He travelled in his family sleigh;  
Fred. Markham, too, has gone away,  
But left his sleigh behind.

Soon may he return—his cad,  
Whose guiding is by no means bad,  
(I own he does not drive well),  
Turned out the sleigh and safely bore  
His fair companion to her door.  
I've now no more to tell.

And therefore must my poor narration  
Draw to its final termination;  
My ample compensation  
And most sanguine expectation

Lie in this humble dissertation  
Meeting your approbation.

There was no more sleighing that winter,



so the club did not meet again until the following season.

Only three members of those who formed the Tandem Club, in 1839-40, were included in the race of 1840-41 which was composed as follows :—

#### MEMBERS OF THE TANDEM CLUB.

DECEMBER, 1840.

##### OLD MEMBERS.

Lt.-Col. Wingfield, 32nd Regt., Erin Go Bragh  
Capt. Markham Urse Minor Bruin  
Lt. Colville, 85th Lt. Infantry.

A. D. C. .... Hiredelle

##### NEW MEMBERS.

Lt. Col. Airey, 31th Regt., The Black Swan  
Capt. Byron, ditto, Crede Byron  
Lient. Mutton, ditto, The Squire  
Lient. Lang, ditto, The Forlorn Hope  
Lient. Talbot, .... Le Fidile  
C. Roche, Esq., ditto, ....  
Lient. Inglis, 32nd Regt., .... Mutual  
Major Magrath, .... Paddy Whack  
James Magrath, Esq., .... Paddy from Cork  
Charles Heath, Esq., .... The Eagloni  
W. H. Boulton, Esq., .... Humbug

The first dinner, or supper rather, took place on Tuesday, January 5th, 1840, Lieutenant-Colonel Airey, being the president and Chaplain Markham, the vice-president. It will be seen by the poetical effusion of the last named official, that

At two o'clock on Thursday last,  
The last day of the year that's past,  
The rendezvous was Osgoode Hall,  
A meet familiar to us all.

At very nearly half past two,  
Our punctual Preses came in view,  
And having taken up his place,  
Led off the Club with coaching grace.

The vice president then proceeded to relate that :—

Thirteen sleighs composed the band,  
With D'Arcy Boulton's four-in-hand,  
(Heath, by-the-bye's the rightful owner,  
I beg his pardon, "Pon my honor.")

With elbows square and ties so neat,  
Each driver, now upon his seat,  
Successively moves off his sleigh,  
And boldly dashes to the fray.

The rest of those who assisted in the day's proceedings are then enumerated and the gallant captain proceeded thus :—

The first adventure of the day  
Was Boulton jumping from his sleigh,  
And madly shouting to his groom,  
"The lazy brutes! Oh, take them home!"

His team, altho' they were not slow,  
Were not the least inclined to go,  
And having put their driver out,  
Were sent themselves to right-about.

The rest of the day's performances appear to have been "flat, stale and unprofitable," and Captain Markham concluded his account of the day's doings in these words :

"The day's proceedings being o'er,  
I named Le Fidele as my vice,  
And trotted home as cold as ice.  
Though little competent, dear knows,  
To write in any shape but prose,  
I've whipped my powers to their test,  
And hope you'll say I've done my best."

There was splendid sleighing all through January, 1841, and the meets of the club were very frequent. At that held on the 23rd of the month Lient. Hutton, being in the vice chair, in rhyme rather better than the average bids his hearers :—

Then list while I tell, how on Friday last  
Our club at two, or a little past,  
At the Parliament House collected.  
Now the Hope Forlorn at a dangerous rate  
Let out our train at the very gate.  
Not that he, but his horses selected.

Now flattering tales, I've heard of old,  
This Hope to many fair maids has told,  
And I think it is only my duty,  
To tell you this much, that once of yore  
This identical Hope threw a lady o'er—  
So trust him not, Queen of Beauty.

The Hope passed on, and not very far  
Behind him followed the Erin Go Bragh,  
His horses scarce out of an amble.  
And with him sat there, with a smile so  
bright,  
And with eyes that might darken the sun-  
beam's light.  
The beauteous Mrs. Campbell.

There was nothing in the rest of the Lieutenant's story to attract attention. He brought some lengthy verses to an end with these words :—

"But I'll stop, for I know I've said enough,  
To put you all in a mighty huff,  
So now we'll drink the fair,—  
Those ladies fair who, with many a smile,  
Thus help us our bachelor hours to beguile,  
And drive away dull care."

On January 26th, Lient. Inglis of the 32nd Regiment, a Nova Scotian, having been born in Halifax, was the vice-president. He in the first portion of his story relates how the club met and started on their way and then tells of various circumstances attending the drive, and of the following all but sad catastrophe. He relates it by no means badly, and in much

better rhyme and metre than the members of the club generally indulged in.

The goodly train their rapid course pursued,  
Through various streets and lanes in order good,

And safe returned to honor the repast ;  
Set forth and hear the tale of dangers past,  
'Midst mirth and smiles, some dance remembered well,

And fondly asked for news of dear Fidele.  
Would that his hand still held his leader's rein,

And spared myself and you this task of pain,  
Me to recount the mournful, sad event,  
Whilst you, with sorrow moved, the case lament.

A maiden, slighted in a morning drive,  
Like maids neglected, mischief did contrive,  
Resolved revenge, and to herself she said,  
Tossing contemptuously her pretty head,

"If with the club I'm not to show my face,  
At least I'll see who's gotten in my place ;  
This single harness I'll unsettle quick—"   
Then, without more ado, she gave a kick,  
And started off and quite unshipped the groom,

A man employed merely to take her home ;  
And then, with devilish purpose madly fired,  
By rage, by female jealousy inspired,  
She through the streets a living fury ran,  
Nor stopped until she found the sought-for Swan ;

Here, with the malice of a fiend possessed,  
She aimed a shaft, 'tis said, at a fair breast,  
But Cupid, mindful with a godlike care,  
No shafts but his should ever enter there,  
Quick interposed the neck of Montreal ;  
A bleeding victim she was doomed to fall,  
A willing one no doubt ; poor Montreal !  
Suffers in beauty's cause, pitied by all !  
The savage maiden, still quite unappeased,  
Dashed on as fancy or as frenzy pleased,  
Smashed a new sleigh, and then at length was caught.

And as such maidens should be duly taught,  
Ah ! had the Swan been sailing in his place  
Who knows what might have happened in that case !

The distant club, unconscious, journeyed on,  
And tried the mazes of the winding Don ;  
Essayed to cross over the icy plain,  
But found it slippery, so came back again.  
Would that our slips in life we could recall,  
Find ready refuge safe, as then at Osgoode Hall.

Sleighting was excellent all through January, and the spirits of the members of the club were as high as the mercury was low, for after an interval of only three days they met again on January 29th, with James Magrath, Esq.—there are many who remember the genial "Jemmy"—in the respon-

sible post of vice-president and poet for the evening. James wrote poetry like the Duke of Wellington spoke French—"courageously." The following somewhat lengthy production was his contribution :—

'Twas on Friday, our last day, with mutual consent,

At once to the garrison each his course bent,

Where luncheon, prepared by our Presis so grand,

We were greeted and cheered by the sound of the band.

'Ere the luncheon was over the clock had struck three,

When each mounted his box, all seemed in high glee.

The order in which we by rights should have been,

Could not be kept up, as will shortly be seen ;

First, the "Mutual," who sported a bay and a grey,

And, in truth, showed his taste in his lady that day ;

But, strange, 'tis reversing the order of things,

For, instead of the "Showman," a tiger he brings.

Next the Erin-go-Bragh is seen creeping along,

His two greys like the cow that once died of a song ;

The second he is, number two's not his place,  
When we say slow and steady in time wins the race,

There is one thing which fully accounts for the state,

He was not as usual supplied with his rate.

But the colonel in truth we may safely deride,

For in lieu of the fair gave a Griffin a ride.

Next the 34th Colonel for upsets is famed,  
Who drives his own sleigh which has never been named ;

Some call it the Swan—this we doubt when we find

No name half so long is placarded behind.

Nigroque Simillima Cygno, some say,  
This in conscience is too long a name for a sleigh.

The first corner we turned all looked with suspense,

When we saw the brave Colonel attacking a fence ;

But seeing no danger and no cause for fear,  
Drove on, left the Colonel to bring up the rear.

Next is Bruin, seen pawing and taking the place

Which the Colonel has left with a very bad grace ;



With a sharp eye on Erin, and one on the  
Don,  
He is secretly urging the slow greys along.  
Thus Erin-go-Bragh, who is true to a mile,  
Is hard pressed by Shamrock the flower of  
the isle  
Soon after the Bruin is seen the grave  
Squire,  
If his ponies be small, his good taste we ad-  
mire;  
Suffice it to say he is steady and sure,  
And those whom he drives are from upset  
secure.  
Forlorn Hope is hard pressing the Squire 'tis  
true,  
But this is the way they say forlorn hopes do;  
From his head to the Foote he seems pleased  
with the scene,  
And absent by nature, thinks all his a dream.  
Then next Crede Byron, to comfort, not  
blind,  
Most snugly and wisely takes his scene be-  
hind.  
I need not reiterate what has been said;  
Suffice it remember what last week was  
read.  
Variety's p'asing is a saying of fame,  
But Byron's variety's taking the same.  
Next Sober-side James, who is broad as he's  
long,  
Ten times out of nine when he speaks he is  
wrong,  
But as droll a shaped being as you'll ever  
find,  
Is Paddy from Cork, his coat buttoned be-  
hind.  
The Vice of the last and the Presis to-day,  
Faith but he is the boy that can show you  
the way;  
His true-blue companion, his own "Pattent"  
right,  
With himself filled the seat, and they filled  
it tight.  
Though the last, not the least, to abolish all  
fear,  
Whereas the Doctor, who cautiously brings  
up the rear;  
And led by the Fairy, we safely may say,  
Needs no other leader to show her the way;  
The doctor, thus having no leader nor lash,  
Of course to his partner dispenses with trash,  
And trusting to Fairy to keep her own rate,  
Of course he enjoys a select tete-a-tete;  
Not one of the club but admired his choice,  
For who is there here who has not heard her  
voice?  
One member in haste laid his reins on the  
shelf,  
'Cause the horse in the lead would not go by  
himself;  
Now we all must allow he's still one of our  
club,  
Soon the day will arrive to invite us to grub.

When the time will arrive to address us in  
rhyme,  
And the cutting we all shall get will be sub-  
lime,  
For each in his turn has said something  
severe,  
And that all is most true is most certainly  
clear.  
He shows prudence in driving—there's  
reason for care,  
For he goes on the principle "good folks are  
rare."  
Thus in line we proceeded to Sugar-loaf  
Hill,  
And strange to record there was not a spill.  
The only occurrence we here might relate  
Is that Paddy from Cork lost his strike-  
measure weight;  
He sheepishly stopped to give Nanny a trip,  
At the same time wool-gathering, let fall his  
whip,  
And our other—the toll-man poor Paddy did  
good,  
For he forked out the pike for just crossing  
the road;  
Thus the tandems proceeded through Judge  
McLean's gate  
And round the house drove at a furious  
rate;  
Then next through the General's gate we all  
past,  
And one turn through King street completed  
the last,  
Then Hirondelle, driving like Paymaster  
Roche,  
Was driving a sleigh from the box of a  
coach,  
And with him the infant, or half-penny  
catch,  
During all our drive we did not see his  
match.  
One word from Fidele, ere I finish my  
rhyme,  
I hope we shall not be without her next time;  
The owner, of course, you all know him by  
name,  
We trust that he shortly will join us again.  
Again on February 2nd and 5th did the  
club hold meetings. The fun grew "fast and  
furious," but if these officers were ardent  
sportsmen they were no less gallant soldiers  
as some of them proved not many years  
later when they laid their lives down for  
the Sovereign and country whose flag they  
served under and whose uniform they wore.  
Captain Markham occupied the vice chair  
on February 2nd and thus delivered himself  
in his opening verses:—  
Now ladies fair and Jehus bold,  
'Tis said I must write verses  
Of course, the law once being told,  
I cannot find excuses.

The Bruin, sartain, is my name,  
Old Albion too's my nation,  
Yet, while at school, I got less fame  
For verses than bastation.

But since the rule is of our club,  
The Vice should spin a ditty,  
Pray, whips and fair ones, don't me snub,  
If I can't now be witty.

But give me the allowance fair;  
I hope I shall not sbock,  
If metre I can't bring to bear  
Like Mary and Shamrock.

On Tuesday last I bent my way,  
With team, to Lawyers' Hall,  
For there, 'twas told, that every sleigh  
Should bear the Presis' call.

The captain then proceeding with his tale  
relates the order in which the sleighs sent  
out and how they partook of a luncheon  
which

"———was illigant;  
The mull from well-stocked cells;  
'Twas said by some the merry chaunt  
Was drawn from classic Wells."

The whole day's proceedings seem to have  
been most harmonious and devoid of acci-  
dent of any kind, the gallant captain con-  
cluded by requesting his hearers

"Now let's drink to our noble Queen,  
And then commence a-dancing."

Lieutenant-Colonel Airey was in the posi-  
tion of vice-president on February 5th, and  
very pleasingly he told his story. There  
are many local allusions contained therein,  
some of which will be understood by ladies  
who are grandmothers now, but were belles  
of the day then. Like the gallant he was,  
Colonel Airey begins his effusion with an  
invocation to the fairer sex:

"Ah ladies fair! no easy task is mine,  
Who never yet invoked the tuneful nine,  
No poet I! yet still I must essay  
To write in verse about last tandem day.  
But yet I must agree with those who deem  
The eventful day a most prolific theme;  
For our kind president, the Bruin bold,  
(Or Minor Bear, as he was called of old,)  
Gave to his friends a picnic on that day,  
And did it in his usual sumptuous way.  
At Osgoode Hall just at the hour of three,  
A goodly sight I ween it was to see  
The many sleighs assembled in the square,  
Tandems the most, whilst many double  
were,

Containing all Toronto's loveliest fair.  
As near the town there was but little snow,

Along the usual roads we could not go;  
But up the avenue and through a back  
Path in the woods pursued our narrow track,  
And then emerging on the Yonge street  
road,

All reached in safety Shepard's grand abode;  
Here Osborne Markham, with his usual  
thought,

Had everything provided as he ought.  
Ourselves well housed, and horses in the  
stall,

The day then lowered, and snow began to  
fall;

Thus nature kindly did us a good turn,  
And made the sleighing good for our return.  
The ladies having curled their hair at last,  
We all were ushered to a grand repast,  
But as I do not boast a Homer's muse  
A long detail of dishes pray excuse;  
One slight remark I'll make—no harm is  
meant,—

So do not think so Mr. President:  
On Fridays there should be at least one dish  
Containing something in the shape of fish.  
The dinner o'er, the circling wine gave birth  
To many sparkling jokes, and lots of mirth;  
Whilst I observed the many happy pairs  
That round the table occupied the chairs,  
And to a lady sitting by my side  
Made the remark. She wickedly replied:  
"I see a Doctor, an invited guest,  
But think myself a Clergyman were best."  
And when I sought her meaning in her face,  
She said, "Of course I mean to say the  
grace."

Now "Dismal Jemmy," rendered bold by  
mull,  
Sang with most rare effect "The Great  
Mogul";

And when the Dismal's merry song was  
sung,

The house with joyous mirth and laughter  
rung,

Not one grave face was seen amongst us all,  
The very "sides of bacon" shook upon the  
wall.

But 'tis high time this clamorous glee shall  
end,

And we our footsteps to the ball-room bend;  
And there the lights arranged with studied  
care

Enhanced the beauty of th' assembled Fair;  
I do not say (but that you'll take for granted)  
That there was any addition wanted.  
To grace the scene, too, some kind friend  
had lent

A bear, the picture of the President;  
And now the band begins, the beaux ad-  
vance,  
And smiling, lead their partners to the  
dance.

Each lady, too, as 'cross the room she trips  
Has quite forgotten 'tis the moon's eclipse;



No wonder ! before, eyes so dazzling bright  
The gentle moon should hide her head that  
night.

Alas ! amongst the gay and festive scene,  
The gazer sought in vain for Beauty's Queen;  
Although perchance some neat and pretty  
feet

Light tripping o'er the floor my gaze might  
meet,

No beauteous foot could I, alas, descry,  
Although I scanned the crowd with anxious  
eye.

A Mrs. Proudfoot certainly was there,  
By some of us considered just as fair,  
But all allow that pride is not the foote  
Of the fair girl whose beauteous face I  
sought,

For I was told the unpretending maid  
Was heard with gentle meekness to have  
said,

She did not dare, she could not even hope  
With fairer Proudfoot's boasted charms to  
cope,

So thought for once she'd better stay away,  
And sent Le Fidele her excuse to-day.  
Pleased with the dance, none thought of  
horse nor sleigh,

'Twas nearly twelve before we came away.  
Just at that time the kind, good-natured  
moon

Shone out in lustre bright to light us home ;  
Unlucky wight ! alas, poor Hope Forlorn  
His fair one's cruel absence had to mourn ;  
In vain he urged her not to feel alarm.

And guaranteed her from all chance of harm.  
The fact is this : she did not think it right  
To travel with such gents by moonbeam's  
light ;

Or else she thought that sitting by his side,  
All his attention she'd have occupied,  
And made him thus forget his nags to guide.

Only five days later the club met again,  
and Lieut.-Col. Wingfield occupied the  
vice chairman's seat. In the first two verses  
of his rhymes he referred to the date being  
that of her Majesty's marriage and the  
christening of the Princess Royal, and then  
glances at the fact just then accomplished  
of the union of the two provinces of Upper  
and Lower Canada. He spoke thus :

Hail, February Tenth ! auspicious day,  
The harbinger of joys of great account ;  
On you our maiden Queen was given away,  
Our royal Princess taken to the font.

The cannon's roar proclaimed the Union law  
At noon of you ; and then, as I'm a  
sinner,

Together the good folks at eve you draw,  
By acclamation, to a civic dinner.

He then proceeds to give details of the

start and preliminaries before luncheon that  
concluded :

" ———— the train then led by our face-  
tious president due west.

Safely we reached a house that's called the  
Bell,

But here arose a scene of rack and ruin,  
How it occurred I can't just now well tell,  
But 'twas an accident to brother Bruin.

What is impossible cannot be done,  
And never comes to pass,

And if his sleigh would not move on,  
It must stay where it was.

Altho' this truth was plain to see,  
The horses seemed to doubt it,  
So pulled and broke the whiffletree,  
And then walked off without it.

I mean, undoubtedly without the sleigh ;  
This only proves what each one always  
knew,

That every dog must have his day,  
Puppy or Pompey—Fidele, I or you.

The gaudy Peacock next we passed,—  
At least all did but one,—  
The Mutual made a homeward cast,  
As if enough he'd done ;

Some said, to seek his other half ;  
Others, more cunning far,  
Could scarce suppress a tittering laugh,  
Thinking of King street and Godmamma.

Men's associations differ here below,  
Nor let the grave to any one's object  
Because their vast importance they mayn't  
know,

But rather let them ponder and reflect.

Does fair Augusta curl her silken hair ?  
Or the Sheriff trip the boards with Emily ?  
Does Henrietta green or purple wear :  
Does Emmie laugh, or stop her shoe to tie ?

Or Helen frown, or Mary Anne in passing,  
Raise but one inch her petticoat too high ;  
And may be quite unconscious—as in  
Her heart she'd no suspicions of those  
nigh.

It finds some heroes total occupation,—  
These are discoveries upon the whole,  
Useful at least in my imagination,  
As those of Parry at the northern pole.

Or if by chance some fair her 'kerchief  
wave,

Rub her soft hands, or cough, or raise her  
glove,

This is a happiness too great to leave,  
And the affair assumes the garb of love.

Turned to the right we sought the sylvan shade,  
The startled wood nymphs hiding as we passed,  
Fearful lest harsh comparisons were made—  
Her charms each felt so very far surpassed.

The envious Satyrs strove our path to clog,  
So that the trot at times became an amble,  
They interposed full many a stump and log,  
Hoping—sly rogues—to profit in the scramble,

If haply either we upset or smashed;  
Logs, stumps and satyrs, we escaped them all.

Safe through these dangers fearlessly we dashed,  
And our sweet burthens brought again to Osgoode Hall.

Tuesday, February 16th, the club met as usual with W. H. Boulton, Esq., (the genial "Bill") occupying the vice-president's chair, who straightway delivered the following poetical effusion:—

Ladies and Gemmen, Humbug comes  
'Mid sounds of bugle, not of drums,  
To state before each sylph and don  
He'd been humbugged by the Black Swan,  
Who with his usual courtesy said  
He'd freely furnish every head  
That could, in terms of course decorous,  
Tuesday's proceedings lay before us.  
All yesterday he sighed in vain  
When moon arose he sighed again,  
And 'twas not till long after nine  
Last night, his cad, not Valentine,  
Meekly pulled from his pocket long  
The heading of a tandem song  
So be it known, on Tuesday last  
Erin-go-Bragh, not first but last,  
Came dashing forward at a pace  
As if his life must save his place;  
For he was president, you know,  
On that same state day, when if a blow  
From Boreas bleak could state  
How sad it is to be too late,  
He'd ne'er commit the sin again,  
Nor cause my most good-natured pen,  
To blame the Queen of Beauty's graces  
For keeping all the merry faces  
At what in terms is called the meet.  
Each natty cad had ta'en his seat  
Behind his driver, who, before him,  
Proposed to drive with due decorum,  
The maiden fair who trusts her limbs  
To Mutuals and Dismal Jims.  
Assist, oh Muses! help my rhyme,  
For now I'm only losing time,  
In showing how, with one intent,  
To buildings, the ex-Parliament  
The club had gone—precisely two—

The President not there—a do!  
And so, that all might not await  
Without some pretext for debate.  
Some said, they'd sleigh outside,  
Whilst others through the gates must ride.

The drive is then fully described at very considerable length and by no means unpleasantly, and Mr. Boulton brought his story to a finish thus:—

"And now, my fair ones, Humbug's done,  
This, his first race, is badly run;  
When he reflects within his breast  
That but a few months at the best  
Can pass before the navigation  
Hurries each corps far from the station,  
He feels that this may be the last  
Of all the happy days we've past  
Among the gallant military,  
Erin-go-Bragh, Fidele, and Airey,  
And that ere April's gone we're left  
Of all that's dear on earth bereft.

There was one "meet" more though, and thus the Tandem Club separated forever. That "meet" was on February 19th, with Lieutenant Talbot in the post of vice-president. He thus feelingly alluded to the approaching departure of the troops and demise of the club, not forgetting a tribute to the vice-president of the previous gathering:—

For true it is, ere many weeks  
From hence in haste we shall be starting.

Ah, Humbug can but little guess,  
And few there are will ever know,  
Our deep-felt grief and wretchedness,  
Our utter misery and woe.

When we are forced to leave this place  
To sail for Ennland's milder shore,  
Regretting many a pretty face,  
Whom we perhaps shall see no more.

Ah! may the bright-eyed laughing dames,  
(There is no humbug, not a bit),  
Extinguish 'ere we go the flames  
That in our tender hearts they've lit.

For else before our gallant barques,  
Can bring us to our destination,  
The ocean breeze will fan the sparks  
Into an awful conflagration.

I see my English letters say,  
Our Sovereign Queen is very fond  
Of going out in Albert's sleigh  
On Royal Frogmore's frozen pond.

Although no royalty we boast,  
I think it now becomes my duty,  
To beg you all to join my toast  
To our fair Queen of Love and Beauty.



In concluding this paper the names of Captain Markham and Lieutenant Inglis should be mentioned as having been present at the action of St. Denis during the Canadian Rebellion, when the former was severely wounded. They in after years were comrades-in-arms during the Punjaub campaign, when Markham commanded the regiment. Later, Inglis also was in command of the same corps, when they were shut up in Lucknow during the mutiny and against fearful odds held out until relieved by Havelock.

Of those who comprised this famous club but one member, Mr. Heath, of this city, is known to be alive, though there may be one or two of the officers still extant in the old country. But there are yet some few people resident here who, as boys and girls, remember the gallant show the handsome sleighs and well groomed horses exhibited. To them certainly, and probably to others who are interested in the doings of a by-gone period, this sketch, written fifty-two years after the events took place, will prove of some interest.

#### CHAPTER CCLXXXIII.

#### AN INCIDENT OF THE REBELLION

##### Something About the Man Who Warned the People of Toronto of the Advance of Mackenzie

Sutton Frizzell, of Thornhill, Yonge street, was an early settler of York. His son, Sutton Richard, was present during many of the events that occurred in the days of 1837, particularly on the night of the 4th Dec. and the morning of the 5th Dec., 1837. The reminiscences here given are interesting:—

Sutton Richard Frizzell, the subject of this sketch, was the eldest son of Mr. Sutton Frizzell, of Thornhill, who had come to Toronto, then Little York, in the old 100th Regiment during the autumn of 1808, or spring of 1809. It was with the greatest difficulty that the Commandant could procure supplies, and to relieve this Sutton Frizzell contracted to furnish the garrison with beef. He retained this contract for two years and a half, when orders were received that the 100th Regiment, stationed at Little York, should be removed to Kingston, Jamaica. Shortly after the notice of removal was received at York, Frizzell left the army. About this time such injuries were sustained by him in a fall from a horse as ultimately led to the partial loss of his reason. In May, 1812, it became certain that there would be war with the United States. Some of the leading citizens of Little York peti-

tioned the Colonel of the 100th Regiment stationed in the town to appoint a person competent of teaching men their drill to instruct those young men who were desirous of obtaining commissions as officers of the Militia. Frizzell was the man recommended, and his appointment was confirmed. A military school was then started. Among others who learned their exercise from him were John Macdonell, who fell with Gen. Brock at Queenston, and the late Chief Justice Robinson. At the outbreak of the war Frizzell's reason left him and he was removed to Lancaster, in Glengarry county, but in 1817 having again become sane he returned west again. He disposed of his property in Toronto to the late Chief Justice Campbell who lived at the head of Frederick street and took up his residence at Thornhill ten miles out on Yonge street. Here his son, Sutton Richard, or Dick as he was familiarly called, attended school until 1833 when he entered the employ of a distiller and brewer named Moran, afterwards well-known throughout America in connection with the anti-Masonic excitement. While in the distillery young Richard contracted a fondness for liquor, which brought him into rough company. He was a fearless youth, possessed of extraordinary physical strength. Political excitement in those days ran high. Meetings were not the most orderly and were being held in all parts of the district. Dick was an attendant at these meetings, ready at any time to fight for himself, his friends or for the British Government. In the spring of 1837 some of those reformers who advocated armed resistance to the Government, led many persons to believe that rebellion was meditated. The general opinion, however, was that no outbreak would take place as most persons thought that no preparations had been made for such a move. But Frizzell was of a different opinion. He believed that many on Mackenzie's side would rebel and that some of their leading spirits would risk their all, even their lives to enforce what they believed to be their rights. By the time the autumn of 1837 had come round the excitement had become intense. Largely attended meetings were held by both parties at different places. A place of rendezvous was Finch's Hotel, ten miles from the city on Yonge street. Tories and Reformers had called a meeting at this place for October 16th. The day arrived, and as both meetings had been called for the same day and hour, some change was necessary. Not desirous of a collision, the Reformers adjourned to the house of David Gibson, the gentleman then representing West York in the Parliament of Upper Canada. That

morning a Nova Scotian named Stephen Harvey had come down Yonge street from beyond Thornhill bearing a white flag, on which were inscribed in large black letters the words, "Liberty or Death." Arriving at Gibson's, Harvey planted the flag firmly in the ground, between the house and the street. Frizzell had agreed to be present at the meeting at Finch's, but two days before he had gone into Toronto, and it was not until noon of the 16th that he recollected his promise. He at once found a man that would take him to Finch's, and they immediately drove out Yonge street. They had to pass Gibson's. When they approached the place the flag was seen floating in the wind. The horses were stopped and Frizzell, turning to his friend, who was a loyalist from Richmond Hill, said: "I am going to take that flag, and if the crowd should catch me I have a job on hand." With this he started for it. Harvey knew Frizzell, and seeing his object, also made for the flag. Before it was entirely clear of the ground Harvey seized the lower end of the staff and, being a heavier man but less active, a fierce struggle ensued. He shouted for assistance which promptly came, but not before Dick Frizzell had escaped with the flag, leaving only the bare staff in the hands of his adversary. The two having made good their escape made in all haste for the hotel. They arrived just as the chairman, the late Col. Boyd, (father of Chancellor Boyd) was bringing the meeting to a close. Frizzell and his friends were greatly elated over the capture of the first rebel flag, while Harvey and his friends were correspondingly depressed. The ensign was torn into shreds and fastened as decorations to the tails of horses. Even the chairman's horse was so decked. Political affairs continued to be exciting. In some places the rebels had purchased arms and begun to drill. During the summer and autumn of 1837, Richard Frizzell, who was a jovial character, had a good time. On the 4th of December, he was at his home depressed mentally and physically, the results of a recent outing. About 9 o'clock in the evening he arose and demanded his clothes which he could not find, for his mother had hidden them away thinking there by to keep her son within doors. This however had no effect, and after searching about for some time and finding an old pair of pants, old coat, old boots and a straw hat he went out into the dark and the cold. He remained away but a short time. He again demanded his clothing saying it was necessary for him to go to Toronto as a large body of armed men were going down Yonge street at that moment whom he positively knew were men

bent on taking the city. Dick asked his younger brother Nelson to accompany him but he refused. The family thought from the apparently wild talk that he was off his head. They could not believe that he had seen any one for there was not a soul moving on the street, nor were any sounds to be heard. Finding that he could get neither his clothes nor his brother's consent to go with him, Frizzell left the house. Nelson followed him afterwards, but seeing his brother go north along the street instead of toward the city concluded that he was on his way to the tavern. Frizzell, however, did not go to the tavern, but to Thorne & Parson's store that he might procure a horse. On going into the office and making known to Mr. Thorne what was wanted the latter made enquiry of one Richard Murphy, a young Irishman in his employ if there was a horse in the stable fit to go to Toronto. Murphy replied that there was not nor, continued he, will "any horse leave this stable this night." Dick said "I suppose Mr. Thorne, you can let me have a horse without Murphy's consent. You know the rebels have gone down street armed, and intend to take the city if they can." Mr. Thorne said he knew this, and said also that he had only just found out that over half the men in his employ were Rebels and have threatened revenge if any active measures be taken against them. "We have a great deal of property exposed: I dare not let you have a horse." Though a horse could not be got Frizzell was resolved to reach the city if his life were spared. As he was leaving the store Mr. Thorne whispered to him. "Go for God's sake, but be cautious." Mr. Thorne had taken Frizzell into his private office, when the latter talk took place. Murphy immediately followed and soon overtook him on the road. Every means were used to provoke a quarrel. Murphy said he could thrash Frizzell or any other Tory on the street. Frizzell took all this coolly. He saw the idea was to prevent his reaching Toronto. Finally he thrust his hand in his pocket and said in a stern voice to Murphy, "The man that stops me to-night will come out missing." This ended the interview, and Murphy left him alone to pursue his way. He had proceeded about a mile when the sound of an approaching horse was heard. As it came closer the rider who proved to be Frizzell's neighbor, Duncan Weir, a resolute Scotchman, active and intelligent with all a Scotchman's love of freedom, drew his horse up to a walk. He was armed with a sword and pair of pistols. Suddenly Weir stopped, saying at the same time, "I don't know but that I had better arrest



you." The report he received was short and pointed. "I know well you won't." It was sufficient. Weir rode at first slowly, but he soon urged his horse into a gallop and disappeared in the darkness. Dick walked rapidly, occasionally overtaking small squads of rebels with whom he had some conversation. Once he stopped at the house of a Loyalist for the purpose of having some parties living a distance east of Yonge street notified of the movements of the rebels. The person whom Dick called upon was Alexander Montgomery, and the persons he wished notified were David and William Yeomans of Scarborough and two other persons in that vicinity. As he came near to Eglinton a number of men were seen in the street opposite Montgomery's hotel. He thought as well that his friend Weir had not made him his prisoner in the road intending to do so when he came down the street. To avoid any more detention and all chance of arrest Dick entered the field to the west and then struck south till he came to the flats or what was generally called then "No. 1." Thence he returned again to the street and entered the city without further molestation. He went directly to the City Hall. A policeman was stationed at the door and forbade admittance. The officer told him the Governor was within and he was given orders to admit no one without permission. "Tell them" he said to the officer "the rebels are coming down Yonge street, and that there is a person at the door who can give them information which it is necessary they should possess." This being announced admission was at once granted. Though Mr. George Munro, an alderman of the city who was present, and Richard Frizzell had spent their younger days together so many changes during their ten or twelve years' separation had caused Mr. Munro to forget Richard. You come from Yonge street? This is the Governor Sir Francis Head. You will state what information you have to impart to him, was his introduction to the Governor. A short conversation took place between the Governor, the Mayor and Mr. Munro which evidently was concerning the identity of the informant. Both Mr. Munro and Chief Justice Robinson stated they had formerly known a person of his name, but could not certify as to the gentleman present being the same. After the information relative to the rebels had been given Frizzell prepared to leave. He said to Mr. Munro that he was going to Harley's Hotel. The alderman volunteered to go with him. The two went away and while at the hotel drank together. All the time, however, Mr. Munro

seemed to be watching Frizzell so closely that Dick became angry and demanded an immediate explanation of his conduct. Mr. Munro explained. He said, "The fact of the matter is the Governor has made up his mind that you have come with a statement that is not true, for the purpose of alarming the Loyalists. He suspects you have been sent by the rebels or by some persons who are aware that the Governor and Council and members of the corporation are assembled in the hall to provide some plan of defence should the rebels here who are in sympathy with the insurgents in Lower Canada attack the city." Dick was astonished beyond expression. He could not speak. Mr. Munro continued. "Frizzell, if you have been doing any such thing as the Governor suspects you will be in a bad box. Alderman Powell has ridden up the street to see if what you say be true or not. Dick wished to return immediately to the hall, and on the way he told Mr. Munro that "if Sir Francis Head has his own way the Rebels will have the city without fighting." Shortly after they entered the City Hall Mr. Powell entered also. He reported that he had been met near Galtows Hill by Mackenzie and another person and was placed under arrest by them. Mackenzie and Powell had ridden side by side for a long way following a stranger who was rather above the average man in point of size and was thoroughly armed. Powell drew a pistol and fired at him whereupon Mackenzie rode away making his escape in safety although he too was shot at. Every man was alarmed at the sudden turn affairs had taken. Sir Francis Head to whom all looked for advice bowed his head in his hands leaning his arms upon the table at which he sat. Christopher A. Hagerman, the Attorney General who was present was asked what was to be done as evidently some action must be taken at once. The proper person, he said, for directing such action was present and something must be done. The Governor's reply was: "We can do nothing. Why, what can we do? There is not a soldier in Upper Canada. I wrote Sir John Colborne to take every man there was here if they were required, and they were taken to Lower Canada." Excepting Hagerman, who from the first was decided and resolute, there did not appear to be a person present who was decided. So when the Governor asked who there was to do the fighting, Mr. Hagerman replied, "I, and there are others that will. We have made no exertion to get any one, but before it shall be said that we gave up the city without striking one blow I will take a musket

and go out alone and die like a man." He advised men to be sworn in and properly equipped as there were plenty of arms in the City Hall. A short form of oath was drawn up, but it was not until Frizzell and some five or six others had been sworn that the Chief Justice said to Mr. Hagerman he did not think it necessary to swear those who came forward voluntarily and offered their services. They should be given arms. So no more were put under oath. The Chief Justice began to question Dick. When he learned that this man's father had been his military tutor in 1812, the Chief said that now that his memory was refreshed he recollected the name very well. Justices Jones and McLean stood by and when Chief Justice Robinson called them, remarking that this person was a son of Frizzell, who had taught them all their exercise in the spring of 1812, the latter deigned no reply. Continuing, he said, you must recollect him as we all used to join in games together when drill was over.

People continued to come and go to the City Hall throughout the night. By 3 a.m. guards were stationed at different places throughout the city. Dick Frizzell was a sentry on duty at the south entrance of College avenue until late in the morning of the 5th. The citizens were so alarmed that work and business were entirely suspended. Tuesday, the 5th, was an uneasy day for both parties, for each was expecting to be reinforced by their supporters. It was not until Wednesday that Sir Allan McNab arrived by steamer from Hamilton, bringing about 60 men. Preparations were at once begun for an attack on Mackenzie's position. Thursday morning Sir Allan moved up College avenue with the main body of the loyal force. The second brigade marched up Yonge street, but it failed to reach Eglinton until after Sir Allan had attacked the rebels. When they were passing No. 1, firing was heard to the west. The men went up the hill to Montgomery's Hotel on the double quick. Dick Frizzell was among the very first to reach the top of the hill, where he saw two shots fired from behind some bushes and stumps on the west side of the highway. A horse came galloping from the fields in this direction. As it was passing the bushes a man rushed out and caught the horse and immediately mounted. Some of those around opened fire on the man, but as soon as Dick signalled to them that he knew him, it ceased. It was too late however. Wideman (for that was the man's name) fell from his horse. While standing around the body the cry of fire was raised. Smoke was seen issuing from Montgomery's Hotel. Some

were for letting it burn, others for putting it out, until Judge Jones came up. "Let it burn, boys," said he, and soon it was reduced to ashes. With a few others, Dick continued his way slowly up street until they reached the "Golden Lion" hotel, where they had dinner. Evening was drawing in when a man came in and said a building was burning in the direction of Gibson's. Dick started out, but before Gibson's was reached the place was nearly consumed. Many of those around were well known to him, and he reproached them for destroying property in such a fashion. His intention was to go on up Yonge street, but many of his friends insisted on his returning to the city, which he finally did. On the way down from Gibson's residence to Yonge street, the premises of Mr. Poole were found to be on fire. (Poole's house was the first house north of the Methodist Episcopal church at Willowdale.) Dick Frizzell himself removed and extinguished the brands which had not commenced to burn fiercely. This annoyed some of the spectators, and had it not been well-known that he was a staunch Loyalist no doubt he would have received harsh treatment. The night was spent in the city. Next morning all persons over whom the slightest suspicion rested were to be arrested. W. B. Jarvis, Sheriff of York, employed Frizzell, who thus authorized, made many arrests in the Township of Vaughan, Markham and York. The jail was soon filled. Many persons were incarcerated who wished to send for friends who would bail them out. While this was being discussed by the authorities the sheriff noticed that Dick knew nearly every man whose name was mentioned. The fact was none of the old inhabitants were unknown to him. The sheriff asked if he knew Sam Lount. "Sam Lount? Yes, ever since I have been a boy." "Then you are just the man I want," said the sheriff. "I want a man to hunt him up." Dick refused to do this emphatically saying by way of excuse that he had now more to do than he could possibly attend to in three weeks. Mr. Jarvis pointed out to him that Lount commanded the rebels; that they had those with them who could give evidence that it was by his order Col. Moodie was shot and that therefore he must be taken. Still he was persistent in his refusal to make the arrest. He had known Lount for a long time, and they had always been on the most friendly terms. Once they had fished, hunted, slept together, and partaken of one another's hospitality for days on the shores of Lake Simcoe. Although the sheriff was apparently dissatisfied, he



did not press the matter further. About this time, being the spring of 1838, Richard Frizzell joined and became a sergeant in the 3rd Battalion, which, when it was first organized, was under the command of Col. Kenneth Cameron, of Thorah, formerly a major in the 79th or Cameron Highlanders. The battalion was ordered to Chatham. Here they suffered for clothing which the Government had promised them, but which, when it did arrive was very inferior to that worn by the regulars. Colonel Cameron resigned and was succeeded by Colonel Young. From Chatham the battalion was ordered to Windsor. One company under Captain Rankin was sent to Fort Malden to do duty. In the fall of '38 this company met and defeated a body of "Sympathizers," as they were called from the American side. In the engagement several prisoners were taken. Soon after Col. Prince and Lieut.-Cols. Elliott and Young came out from Windsor. Several officers of the captured party were ordered to be shot and to use the words of Col. Prince, in his despatch to the Government, "they were shot accordingly." It was the belief of Dick and several others in his company who were on duty near the officers' quarters that Colonel Prince did not consult his brother officers on the step he took. The condemned men were led out to die in quick succession one by one. After five had been executed one stalwart young man who was being led out threw up his arms and cried "Is there no help for the widow's son?" Immediately Lieut.-Col. Elliott said to Col. Prince that he thought wrong was being done, as these men are prisoners and can offer no defence, and the man was sent back to jail to be handed over to the civil authorities.

Dick always spoke in bitter terms of Sir Francis Bond Head, whom he thought had practically made a prisoner of him from the moment he entered the City Hall until news confirming the report already brought by him earlier in the evening arrived. Dick at a later date met the Governor on the street in Toronto, and in conversation he told Frizzell that the intelligence which he brought on that night was quite correct. On that occasion the governor promised that as soon as the excitement subsided his services should be amply rewarded.

On his return from the west Richard received from his father a deed of some valuable real estate in the village. He married an estimable young lady and settled down. She lived only about four years. He then migrated to the county of Hastings, and in September, 1876, he died in his 59th year

and was buried in the Mohawk church, west of Deseronto, fifteen years after he left Thornhill.

In reference to the foregoing, the following passages from Sir Francis Bond Head's volume, "The Emigrant," published in 1846, in which he describes the outbreak of the rebellion, may be fitly quoted:—"I had taken to bed with a bad sick headache, and at midnight of the 4th of December was fast asleep with it when I was suddenly awakened by a person, who informed me that Mr. Mackenzie was conducting a large body of rebels upon Toronto, and that he was within two or three miles of the city."

In his despatch to Lord Glenelg, the Colonial Secretary of State, Sir Francis mentions that his informant was Alderman Powell.

"A few faithful friends kindly conducted my family to a place of safety, and eventually to a steamer floating in the harbor, and while they were proceeding there I walked along King street to the position I had prepared in the market house.

"The stars were shining bright as diamonds in the black canopy over my head. The air was intensely cold, and the snow-covered planks which formed the foot-path of the city creaked as I trod upon them. The principal bell of the town was, naturally enough, in an agony of fear, and her shrill, irregular, monotonous little voice, strangely breaking the serene silence of night, was exclaiming to the utmost of its strength—*Murder! murder! murder!—and much worse!!*

"As soon as I reached the market house I found assembled there the armed guard of the town and a small body of trusty men, among whom were the five judges, a force quite sufficient to have repelled and punished any attack which we were likely at that moment to expect.

"We, however, lost no time in unpacking cases of muskets and of ball cartridges, and in distributing them to those who kept joining our party.

"In a very short time we organized our little force, and as we had detached, in advance, piquets of observation to prevent our being surprised, we lay down on the floor to sleep."

It will be seen from these extracts that the City Fathers had already received information of the intended attack by the insurgents when Sir Francis reached the City Hall. This corroborates Frizzell's story in all important details.

## CHAPTER COLXXIV. OLD DAYS BROUGHT BACK.

Extracts from the Various Writings of Toronto's Veteran Telegrapher—When Canada was Young—The Rise of the Telegrapher.

*Facile princeps* in all matters concerning telegraphy is Mr. Robt. F. Easson, the manager of the press department, of the Great Northwestern Company. From time to time Mr. Easson has contributed to the press of Ontario interesting monographs dealing with the history of newspaper telegraphy in Canada. These articles have been read with a very vivid interest by many an old resident of Toronto, whose memory ranges back to the days when even the postman had but lately taken for himself a place in men's callings.

In one of those articles Mr. Easson skillfully describes a memorable celebration of Burns' centenary which took place in the St. Lawrence Hall on the evening of Jan. 25, 1859. The exercises began with addresses delivered by well-known citizens. Alex. McLachlan read a touching poem which he had composed for the occasion. John Hillyard Cameron also recited some appropriate original verses, and delivered an address which was, even for that talented orator, a notable effort. Dr. Connor gave an address and read the immortal history of Tam O'Shanter. The Mayor, who acted as chairman, [was] the late Sir Adam Wilson. He, too, made a speech appropriate to the occasion. Dr. McCaul, of Toronto University, contributed a scholarly historical address, and the famous Thomas D'Arcy McGee spoke in words which moved his hearers to the highest pitch of enthusiasm.

### MEN QUALIFIED TO JUDGE,

says Mr. Easson, said that Mr. McGee's address on that occasion was the best amongst the many eulogies of Robert Burns delivered upon this continent. Says the writer of the paper:—"When D'Arcy said, 'wherever on the face of the earth—at least in English-speaking countries—there is a Scotchman, or a man, Robert Burns is not to-night without honor' he thrilled the Scotchman through and through.

Most of the leading judges, professional men, educationists and merchants were present upon this occasion. Among them were: Hon. George Brown, Chief Justice Sir John Beverley Robinson, Sheriff Jarvis, Vice-Chancellor Spragge Judge Draper, Hon. P. M. Van Koughnet and Hon. (now Sir) Oliver Mowat. All classes and creeds were there represented. A ball and supper followed the speech making, and then was seen the curious spectacle of D'Arcy McGee, a Romanist

of the Romanists, and Hon. John Hillyard Cameron, Orange Grand Master, dancing together in the same Scotch reel. Soon Hon. George Brown took a hand in the merriment, and pirouette and snapped his fingers with the vim of a lad in his nonage. During the evening despatches from many Scottish societies all over the continent came to the St. Lawrence Hall over wires specially run into the building for the occasion. As Mr. Easson was the operator who received these messages, he was an eyewitness to the merriment attending the celebration.

### THE RISE OF TELEGRAPHY.

In a very clever article in the *Monetary Times*, published two months ago, Mr. Easson gave an interesting account of some of his earlier experiences with the "key-board." In a most interesting manner the veteran describes the gradual use of the telegraph as an aid in newspaper work. Says he: "The despatches were very brief at first, containing perhaps 50 or 75 words, but they gradually increased in length, and as the importance of the innovation became apparent, the *Toronto Leader* appointed its special correspondent at Montreal." Now every large paper in Canada has "specials" scattered in the big cities of the Dominion. Geo. Gregg, who represented the *Leader* of Ottawa, scored a "clean feat" by wire on the assassination of Hon. D'Arcy McGee. "Parliament," says Mr. Easson, "was in session at the time, and on the evening of the assassination we telegraphers had got the signal 'good night' on the *Globe* and *Leader* reports from Ottawa, when, a few minutes later, and just as I was going out of the office door, Ottawa hurriedly called me up—it was then between two and three in the morning—and sent a despatch, prepared by Gregg, containing 200 or 300 words, giving a succinct account of the murder that startled the whole country. It happened that Gregg's boarding-house lay in the same direction from the Parliament buildings as that taken by D'Arcy McGee, and on his way home he gathered sufficient particulars of the tragedy which had just taken place to make a very readable story, and hurrying back to the Ottawa telegraph office, had it forwarded to his paper. All the other reporters at the capital representing outside papers missed this sensational piece of news."

### ON THE ST. LAWRENCE.

During the Franco-Prussian war Mr. Easson was stationed at Father Point on the St. Lawrence. The educated French Canadians were extremely anxious to ascertain the news brought out by the weekly steam,



ers, and always drove down to hear the latest tidings. At Father Point Mr. Easson received the latest American news, prepared in New York. He placed it in the press box, and addressed it to the agent of the Associated Press in Liverpool, who distributed it to the English papers. In this desolate spot Mr. Easson received a visit from a certain rather raw young law student who was en route to Metis to spend his summer holidays.

The young fellow was the bearer of a letter of introduction from Mr. Dakers, of Toronto. Of course, he was received hospitably, but Mr. Easson little thought that he was entertaining a man who, in later years would as Chancellor Boyd, make a name for himself as one of Canada's most famous jurists. In those days numbers of people, instead of spending the summer at Cacouna, holidayed at Father Point.

In Mr. Easson's boyhood Lake Ontario was navigated in winter. "There was," says he, "considerable commotion on the arrival of the steamer, large crowds having assembled to receive goods or to welcome friends who had come across the sea. The principal wharves in that time were Maitland's, Brown's and Gorrie's. The steamer was often covered with ice in very cold weather, but never had much difficulty in making the wharf." After Mr. Easson engaged with the Montreal Telegraph Company he did not lose sight of his sailor friends, and often had a pleasant talk with them over old times.

#### CHAPTER CCLXXV.

#### THE EARLIEST NEWSPAPERS.

**When and Where Issued—SingularAdvertisements—Slave-holders and Slave-dealers.**

The first newspaper published in Upper Canada, so far as we have been able to ascertain, was the *Upper Canada Gazette, or American Oracle*, on Thursday, April 18, 1793.

The paper was printed by Louis Roy, at Niagara, and is but very little larger than ordinary foolscap size, and consists of one single sheet.

The following was the first order given for type, which was imported specially from England in 1792-93. The record is from the Archives department at Ottawa:—

*Requisition Type for Printing Office, U. C.*

1 fount of Brevier Roman, 250 lbs.  
1 fount of Brevier Italic, 100 lbs.  
1 fount of Long Primer Roman, 350 lbs.  
1 fount of Long Primer Italic, 250 lbs.  
1 fount of Pica Roman, 300 lbs.  
1 fount of Pica Italic, 200 lbs.

1 fount of Great Primer Roman, 150 lbs.  
1 fount of Great Primer Italic, 100 lbs.  
1 fount of Double Pica Script, 200 lbs.  
1 fount of Small Pica Black, 100 lbs.

Also the following alphabets of two-line letters:—

5 alphabets of 5-line Pica.  
7 " of 2-line English.  
8 " of 2-line Small Pica.  
10 " of 2-line Long Primer.  
12 " of 2-line Brevier.  
9 " of 2-line Pica.  
7 " of 2-line Great Primer.

N. B.—The letter founder is requested in casting these new founts to cast figures, braces, rules, fractions, references, small capitals, etc., and also signs of the zodiac, planets, aspects, etc., and a complete assortment of flowers, King's coat of arms, for folios and for quartos; besides some ornamented forts and woods, quotations, etc.

Stationery:—40 reams of Crown paper.  
80 reams of demi.  
20 reams of foolscap.  
20 reams of printing post.  
6 reams of 4th gilt post.  
3 reams wrapping post.  
1 ledger and day book.  
2 barrels ink.

A supply of paper was sent for 1792, which was of good quality, but for the *Gazette* bundles of demy were ordered, and accordingly a requisition was sent to England for a supply. The old manuscript reads:

Requisition for stationery for the Government printing office of Upper Canada, for the year 1793.

6 bundles of printing demy.  
8 reams of printing crown.  
10 reams of printing post.  
8 reams of folio foolscap, plain.  
8 reams of folio, post, plain.  
9 reams of quarto post, plain.  
4 reams of quarto post, gilt.  
6 reams of quarto post, black edge.

Niagara, Nov. 4th, 1792.

Signed, LOUIS ROY, Printer.

The first article contained therein is a proclamation by "His Excellency John Graves Simcoe, Esquire, Lieutenant Governor and Colonel commanding His Majesty's forces in the province of Upper Canada, for the suppression of vice, profaneness, and immorality." This document is issued from Navy Hall, Niagara, and is dated the 11th of April, 1793.

News travelled very slowly in those days, for the same paper also contained the King's speech on opening Parliament at Westminster on December 13th previously, rather more than four months earlier. Among small items of intelligence are chronicled the departure of H. M. sloop Caldwell on

April 5th for Fort Ontario and Kingston; also the arrival of the Onondago, conveying Mr. John Small, Mr. Joseph Forsyth, and other gentlemen. Also is mentioned that at no time during the preceding winter had there been in that neighbourhood more than twenty-three degrees of frost, that Lake Erie had never been frozen over, and "that there was scarcely any ice in Lake Ontario."

The paper's prospectus, strangely enough, is almost the last thing it contains. Now-a-days, when a new paper starts, this document is generally the first, but Mr. Roy was modest; in it he mentions that his journal may be procured each week for an annual subscription of three dollars. The following quaint notice is printed in the prospectus:—"In order to preserve the veracity of this paper, which will be the first object of attention, it will be requisite that all transactions of a domestic nature, such as deaths, marriages, etc., be communicated under real signatures."

There were two advertisements only, in one of which Stephen Secord, a relative of the famous Laura Secord, is referred to.

The *Gazette* of April 25 contains the report of the National convention held in Paris, January 15th, 1793, when Louis XVI. was condemned to death, the verdict being "that Louis Capet is guilty of high treason and of attempts against the general safety of the State."

In that published on May 2nd the proceedings of a general court martial held in Quebec on certain soldiers of the Royal Fusiliers is recorded. The charge against them was that of inciting to mutiny. Some idea of the Draconian severity of the military penal code may be gleaned from the sentences passed upon those whom the court found guilty. One, a man named James Draper, was sentenced to be shot, and of the remaining prisoners one was to receive seven hundred lashes, another five hundred, and yet another four hundred.

What was probably the first agricultural society in the Upper Province held its monthly meeting on April 27th, apparently at Niagara, though the report does not say so; at any rate they secured a subscription from Governor Simcoe of ten guineas each year "while he shall continue in the administration of this province."

What would be thought of such a paragraph as the following if it appeared in a paper of to-day? It reads:—"The general topic of discourse throughout the World is the multiplied follies and crimes of the French nation." Pretty hard on that nation, but so wrote the *Upper Canada Gazette* a little more than a hundred years ago.

Grindstones must have been very expensive or very scarce in those days, for no less than ten guineas reward was offered in the *Gazette* of May 31st to procure the discovery and conviction of a thief who had purloined one from the King's wharf at Navy Hall.

On June 6th the death of Mrs. Butler, wife of the famous John Butler, lieutenant-colonel of the noted "Rangers," is referred to. After giving the date of her death the paper adds:—"Few in her station have been more useful, none more humble. She lived fifty-eight years without provoking envy or resentment, and left the world, as a weary traveller leaves an inn, to go to the land of his nativity." This sentence is in its conclusion somewhat obscure as to its meaning, but the writer probably meant that Mrs. Butler died happily.

The following advertisement reads very unpleasantly when we remember the lines—

"Slaves cannot breathe in England! if their lungs  
Receive our air, that moment they are free.  
They touch our country, and their shackles fall.  
That's noble, and bespeaks a nation proud  
And jealous of the blessing."

"FIVE DOLLARS REWARD."

Ran away from the subscriber, on Wednesday, the 25th of June last, a negro man servant named John. Who ever will take up the said negro man, and return him to his master shall receive the above reward and all necessary charges.

THOMAS BUTLER."

"N.B.—All persons are forbid harboring the said negro man at their peril. Niagara, 3rd July, 1793."

One peculiarity in many of the advertisements contained in this old paper is that some, though not all, of them are printed both in French and English. The list of Acts passed by the Legislative Assembly of Upper Canada is published in the paper, issued July 18th, 1793, and, strangely enough, are all enumerated not in both languages, but in French only. Among these Acts was one "to encourage the destroying of wolves and bears in different parts of this province," and another to "prevent the further introduction of slaves and to limit the term of contracts for servitude within this province."

The name of Samuel Street often appears in these early *Gazettes*. In one particular advertisement this gentleman requests payment of certain moneys due to him, and warns his debtors that unless they pay speedily "he will be under the necessity of putting them to cost." Other times, other manners probably, but any one who now-a-days attempted to collect his accounts in a similar manner would very soon find his business, like Othello's occupation, gone!



An interesting and also an amusing advertisement is found in the issue of August 1st in the same year, 1793. It is as follows:—"Lost or left on Mr. Johnson's premises, a pinchbeck watch with a large gold seal, marked with the initials J. M. K. Whoever will bring it to the printer shall receive Half a Joe, without any questions being asked."

The reward here offered appears a somewhat singular one. A "joe," or "joey," in England is a slang term for a fourpenny piece, this coin having first been issued at the instance of Joseph Hume, M.P., but the period just referred to is many years anterior to that of the honorable gentleman, so in this connection it evidently means something else. This "joe" may have been a Portuguese gold coin in circulation both in Upper and Lower Canada in the latter part of the last and early years of the present century. Its value was fixed by an Act of the Imperial Parliament, passed in 1777, at £4 currency, which was equivalent to \$16 of our present currency. The term "joe" is a contraction for "Johannes," which was the full description of this coin. It must have gone out of use completely very early in this century, for the late Chief Justice Draper, in giving evidence before the Decimal Coinage Commission in 1857, says regarding the circulation of Upper Canada in 1820:—"Of gold we saw very little except the English guinea, the value of which by provincial statute at that time was £1 3s. 4d. I do not remember to have seen any other gold coin in circulation at that time."

But another authority says "Half a Joe" was a cant term for half a dollar, and considering the small value of the lost property this seems a likely reward.

Carpenters for the new public buildings to be erected in York were advertised for on July 10th, 1794. Application for employment was to be made either to John McGill, Esq., at York, or to Mr. Allan McNab, at Navy Hall. These buildings were those erected in the east end of the city, near where Parliament street now begins, and were destroyed by the Americans on April 27th, 1813.

Two advertisements regarding the army appear in the same paper. The first offers "Ten guineas, Bounty Money, to all Gentlemen Volunteers who were willing to enlist (*sic*) themselves in His Majesty's 5th Regiment of Foot, then in the Garrison of Niagara."

The advertisement goes on to say that on their being approved of, that is the gentlemen volunteers, they would "be clothed, accoutred, victualled and paid agreeable to his Majesty's regulations."

What the advertisement says is all well

enough, but the mischief was in what it left unsaid and what to their cost recruits only found out when it was too late, namely, that the cost of their entire equipment had to be borne by the soldiers themselves, and that when these things were provided there was little if any remaining of the much vaunted ten guineas bounty money. Old love letters after thirty or forty years oftentimes read very grimly in the light of the married life of the writers, and these advertisements for recruits for the Imperial army, wherein the advantages and delights of soldiering are vividly portrayed, are in strange contrast to the accounts often published, all but side by side with them, of men in the said army being condemned to death, and to punishments which from their brutality were almost worse than death, for desertion and other purely military offences. The other advertisement it is needless to refer to.

A change occurred in the management of the *Gazette* very early in December, 1794. Louis Roy ceased to be the publisher, and G. Tiffany reigned in his stead.

The *Gazette* of Wednesday December 10, 1794, announces the death, by the guillotine, of Robespierre, Henriot and Dumas, on the 28th of the previous July, as well as that of many more of the misguided men who had shared the guilt of bringing Louis XVI, Marie Antoinette, and the Duchess Angouleme, with scores of others less exalted in station, to the scaffold. The *Gazette* sententiously remarks in recording the fall of Robespierre and his colleagues: "Whoever renders himself powerful enough to attempt to set himself above the law, ought in every one of his fellow citizens to find a Brutus. The overwhelming influence of a single man is the most dangerous scourge of a republic."

Another advertisement relating to slave dealing is found in the *Gazette* of August 19, 1795, James Clark, senior, of Niagara, advertising that "A Negro Wench" named "Sue" had run away from him a few weeks previously. Mr. Clark, though, offered no reward for her recovery, yet he "forewarned all manner of persons from harboring said wench under the penalties of the laws."

The following notice also appears in the same paper:—

"For sale, for three years, from the 29th of this present month of July,

A NEGRO WENCH,

Named Chloe, 23 years old, understands washing, cooking, etc. Any gentleman wishing to purchase, or employ her by the year or month, is requested to apply to

ROBERT FRANKLIN,

Newark, July 25, 1795."

In these distant day marriages were not simply described as such the column wherein they are printed being headed "Hymeneal Journal."

On October 5th in the same year there is printed a soliloquy by Mr. Quinn, on seeing the body of Duke Humphrey in the Abbey church of St. Alban's, Hertfordshire. It was in these words :—

"A Plague on Egypt's art, I say !  
Embalm the dead ? On loveless clay  
Rich wine and spices waste !  
Like Sturgeon, or like Brawn, shall I  
Bound in a precious pickle lie,  
Which I can never taste !"

"Let me embalm this clay of mine  
With turtle soup and Bourdeaux wine  
And spoil the Egyptian trade ;  
Than good Duke Humphrey, happier I,  
Embalmed alive ; old Quinn shall die  
A mummy ready made."

The Mr. Quinn who uttered these words was the celebrated actor, the friend of the poet Thomson. It is related of the former that he had been the instructor in English literature and in the art of elocution to George III. When Quinn heard how well the King delivered his first speech to the Houses of Parliament in 1760 he rapturously exclaimed, "I taught that boy." He died in Bath in 1766.

A very pretty quarrel between a certain prominent public official at Niagara and the farmers of the same place comes to the surface in the following advertisement, the official's name is only given in asterisks corresponding with the number of letters contained therein, but everyone knew who was meant, and the story did not die out in Niagara for many long years afterwards.

"To Mr. —

"The ill manners and unjust equivocation you too frequently use with farmers, myself being one, when they call on you for payment, are insufferable, and as you have been threatened with a publication of this kind, without having the desired effect of reforming you, this modest hint is given that you may have a further more particular explanation. Others are joined with me in wishing the preservation of your private and public honor by your leaving off those little practices, and when we shall be excused from our promise of our never trusting you again to the most trifling amount."

In March, 1797, a report is given of a charge of blasphemy preferred before a magistrate, against an inhabitant of Forty Mile Creek :—"The magistrate, taking a little time for consideration, entered into a separate and particular examination of the witnesses and offender, and collected these facts, that in conversation he had used the

following expressions : That lightning was a fluid, that it could be extracted from the clouds at any time and that it could be made by man, and that by it he could kill a man or creature, and that thunder is no more the voice of God than is any other noise and is the report of the lightning, (the declaring that he could extract the lightning is deemed self super omnipotency), and lastly, that the earth has two motions, one round the sun, and that the sun stands still."

The Magistrate appears to have had rather more sense than the complainants, for he very properly refused to send the accused for trial, but the paper adds "it was not improbable that it would issue from another quarter, and if so the country will have exhibited to them a specimen of pious zeal such as has never been exhibited since the time of Galileo."

Judging from the poetical "new catechism" which appeared in April 1797, there were some people in those far away times who were in very bad odor with their neighbors ; the question asked is "What is the chief end of man ?" and this is the reply :

"To gather up riches to cheat all he can,  
To flatter the rich the poor to despise,  
To pamper the fool, to humble the wise,  
The rich to assist, to do all in his power  
To kick the unfortunate still a peg lower.  
To cry up for freedom, to defend her with  
vigor,  
Have slaves without number, and use them  
with rigor,  
To deal fair with all men when riches attend  
them,  
To grind down the poor when there's none  
to defend them,  
To induce the fair virgin to accept his embrace,  
To cast on her then all the shame and disgrace,  
To be angel without and devil within,  
To pretend to all virtue and practice all  
sin,  
This is most men's chief end, or their actions  
belie them,  
And if you don't believe it, you may e'en go  
and try them."

A little cloud "no larger than a man's hand" is noticed in the paper issued on May 3, 1797, which contains the intelligence of the earliest trouble with the United States, the notice concludes, "it seems reduced almost to a certainty that war with them is inevitable. Nevertheless, war did not take place for fifteen years later, but the cloud waxed larger and larger, and eventually did burst.

We also have a glance at a long disbanded corps in this same paper, as it contains a



paragraph announcing "that the 2nd Battalion of Canadian volunteers are to relieve this (Niagara) and the neighboring posts, and that the Queen's Rangers are to be stationed at York. These volunteers were a colonial corps in Imperial pay, raised for service in Canada only. In that respect, and in that respect only, were they different from the troops of the regular army. They enjoyed all its privileges, such as they were, and were subject to all its punishments, such as they were also.

On May 31st a correspondent writing under the nom de plume of "Amicus," strongly advocated the establishment of annual horse races. From his letter it would appear that nothing of the kind had been previously attempted. Amicus, among other reasons in favor of the project, says it would, if carried out, promote "an intercourse of commerce, friendship and sociability between the people of this province and those of the neighboring parts of the United States." It may be here added that the plan was carried out, and in all probability these were the first public race meetings that were ever held in Upper Canada. They took place on July 6th., 7th., and 8th., 1797, "over the new course on the plains of Newark." The total amount of money offered in prizes was thirty guineas and "no one was permitted to ride unless dressed in a short round jacket. Caps not being to be had, a black handkerchief must be worn as a substitute." Such were some of the leading rules. The stewards were Ralphel Tench, Alexander Stewart and Peter Tolman.

There was but one *Gazette* published between July 5th and September 27th and unfortunately no copy is now to be had. Titus G. Simons succeeded George Tiffany as editor and publisher on September 27th., and in issuing his first number he "with pleasure assures the public, that a mail is established to run to the United States garrison of Niagara, which opens a correspondence with every part of the United States and the Province of Nova Scotia, New Brunswick, etc., and which will be a continual source of new and interesting intelligence."

Messrs. W. and I. Crooks advertised on October 4th that they wanted to purchase "A NEGRO GIRL from 7 to 12 years of age, of good disposition."

The paper, though, does not say if these gentlemen succeeded in realizing their wish. It is to be hoped that they too, like the girl required, were "of good disposition."

In the issue of October 21st is printed the speech of one David Wood, made a short time previously while standing in the pillory

at Charlestown, New Hampshire, for forging a deed. It is impossible to give the whole speech on account of its length, indeed the gist of it is contained in his first and last paragraphs. It commences: "Sympathising friends: You come here this day to see a sad sight, a poor old man publicly disgraced for attempting to make a penny out of fifty acres of Vermont rocks, and yet I see some here in gay coats and mounted on naggy horses who have made thousands out of lands to which you had no more title than I to David Dray's rocks. But you great rogues who wear silver spurs and white beaver hats, and flourish your loaded whips, forget what you once were, drink your Madeira and talk of your millions of acres, and sit at your ease, while poor I, who have speculated a little, in a fifty-acre lot, which would not maintain a woodchuck, must stand here; for I am a little rogue and have no pretensions to be a great speculator."

The delinquent then proceeds to give particulars of great frauds perpetrated by land and mining companies, and thus concludes: "Take warning by my sad fate and if you must speculate in lands, let it be in millions of acres, and if you must be rogues take warning by my unhappy fate and become great rogues, for as it is said in a pair of verses I read when I was a boy,

"Little villains must submit to fate,  
That great ones may enjoy the world in state,

And again—

A little knav'ry is a dangerous thing,  
Great cheats will flourish, while the small ones swing."

Whatever we may think of Mr. Wood's morality, there can be no possible doubt that he was a very shrewd observer of things in general.

The *Gazette's* day of publication was altered on October 21st from Thursday to Saturday, and in the number published on December 2nd, intelligence is given of the reported death during his passage from San Domingo to London of Lieut.-Col. Littlehales, who had formerly filled the office of Secretary to the Lieutenant Governor, General Simcoe. This report happily turned out to be untrue.

Prior to 1890 the *Gazette* was removed from Niagara to York. The printers were within sight of a libel suit for publishing a letter reflecting on a very worthy citizen of York, Mr. William Allan, the founder of Moss Park, and the father of the Hon. G. W. Allan. The publishers of the *Gazette* had inserted a letter from "A Farmer" reflecting on Mr. Allan, and that gentleman promptly

called the attention of the Governor to the fact. The printers evidently made matters right, for they were not dismissed, but continued the publication of the paper.

The complaints were made the subject of a special meeting of the Executive Council. The minutes read:—

COUNCIL CHAMBER AT YORK,  
25th March, 1800.

Present:

The Hon. John Elmsley, Chief Justice.

The Hon. Peter Russell.

The Hon. Æneas Shaw.

Mr. Allan, a merchant in York, complained of an article inserted in the *Gazette* of the 22nd inst., and signed "A Farmer," which states him to be a candidate for the County of York at the ensuing election. Mr. Allan stated that the assertion is entirely without foundation, and is apprehensive that if it reaches the persons with whom he is connected in the Lower Province, and is uncontradicted, it may very materially affect his interests.

The Board conceives that the printers are highly culpable in having inserted an article in their paper without authority. But on looking at the rest of the article, it thinks it absolutely necessary to direct the Chief Justice immediately to transmit the paper to his Excellency, with the request of the Board that the printers be immediately dismissed from their office, and that his Excellency will avail himself of his present situation to procure some other person to be King's Printer.

*Minutes 25th March, 1800.*

Read a petition from Messrs. Waters and Simons, King's Printers, acknowledging their error in having inserted in the *Gazette* of last Saturday an essay signed "A Farmer," and throwing themselves upon his Excellency's clemency for forgiveness.

Recommended, that the Chief Justice be directed to transmit a copy of this petition to his Excellency.

This is yet another reference to slavery in the columns of the *Gazette* in February, 1806, contained in this advertisement:—

"To be sold, a black woman, named Peggy, aged 40 years, and a black boy, her son, named Jupiter, aged about 15 years, both of them the property of the subscriber. The woman is a tolerable cook and washerwoman, and perfectly understands making soap and candles. The boy is tall and strong for his age, and has been employed in the country business, but brought up principally as a house servant. They are each of them servants for life. The price of the woman is \$150. For the boy \$200, payable in three years with interest from

the day of sale, to be secured by bond. But one-fourth will be taken for ready money.

PETER RUSSELL."

Anything more cold-blooded it is difficult to imagine. "Peggy and a boy, her son," might be horses or cattle from the way in which they are spoken of. Yet Peter Russell could and did eloquently declaim for freedom and against tyranny of all kinds. This advertisement appeals from Peter Russell to Peter Russell. Comment is needless.

Passing from Upper Canadian papers we now turn to Lower Canada. The *Quebec Gazette* is supposed to be the oldest publication in that province being first issued in 1764 or possibly a very little earlier. The *Montreal Gazette* first appeared in 1787 or early in 1788. Like its namesake of Upper Canada the *Quebec paper* was a very small one and would have been much smaller but for the fact that all notices and advertisements, the whole paper in fact, was printed in parallel columns of French and English. That continued for many years, then gradually some of the advertisements were in French and some in English, and many of them in very bad English too, but so also were the French, so things were equal. All official documents always appeared in both languages.

As regards the advertisements, excepting, of course, that many refer to ocean-going vessels and none to slavery, they differ very little from those contained in the Upper Canadian paper. But there is one essential difference between the two publications. The elder confines itself wholly to business, No "quips, cranks or oddities" are allowed to enter its columns. It is grave and eminently respectable all the way through. On the other hand, its sister sheet of Niagara, and later of York, while equally respectable, does not disdain to treat its readers oftentimes to ridiculous jests, ludicrous rhymes and amusing stories.

Another among the early newspapers was the *Canada Constellation*, like the *Gazette*, printed at Niagara, by S. & G. Tiffany, "Opposite the Lion Tavern." The latter of these two gentlemen has been met with previously. He was the printer of the *Gazette*, succeeding Louis Roy. The first number of the *Constellation* appeared on Friday, July 19th, 1799, its publishers making the following address:—

TO THE PUBLIC.

On commencing a new publication much is expected in the address of the publishers, and to perform this with gracefulness on our part on this occasion and in a country where the undertaking is really novel and



important, is a task, though indispensable, superior to the taunts our greatest vanity can boast, we therefore, like the youthful orator, advance to the stage, blush, bow, excite compassion, retire to collect ourselves, and return to act with more fortitude the part of the drama allotted to us, and to receive the plaudits of the once disappointed audience.

The publishers then proceed to say what will be the object and aims of their paper, and conclude in a "high state of virtuous admiration" of themselves, as Mr. Weller would remark, by saying "the purity of our intentions flatter us with the expectation of at last obtaining the verdict of good and faithful servants."

Under date August 3rd, 1799, the *Constellation* refers to "The wilderness from York to the Bay of Quinte is 120 miles. A road of this distance through it is contracted out by Government to Mr. Danforth, to be cut and completed by July 1st, next. In the same issue is contained this

#### EPITAPH ON A LAWYER.

Here lies the vile dust of the sinfullest wretch,  
That ever the devil delayed to fetch;  
And the reader will grant it was needful he should,  
When he saw he was coming as fast as he could.

No hint is given as to who the lawyer was and probably it is quite as well that the *Constellation* preserved a judicious silence on the subject. There is little to provoke comment in this paper, it had a very short life, disappearing in less than twelve months.

It was succeeded by the *Niagara Herald* very early in 1800 under the management of Silvester Tiffany. The *Herald* thus describes the decease of its predecessor: "Its publishers," meaning those of the constellation, "departing too much from its constitution, (*advance pay*.) it expired some months since with starvation. At its death it left a rich legacy of advice to its parents and nurses, and with a strict charge for its faithful administration. Accordingly the senior printer of that paper accepts the painful task of an executor, and throws on the public protection another paper entitled the *HERALD*."

The *Herald's* earlier numbers were all printed on coarse blue wrapping paper, very soft and very thick, then for a time it was issued on what may be described as whitish paper and later still again reverted to blue. It was at no time larger than a sheet of foolscap writing paper indeed not quite so big. Like its predecessor its life was brief and its trials many. It died finally from inanition, unmourned by any one, least of

all by its proprietors. They only regretted "that they had not killed it to save its life" some time previously.

The *Upper Canada Gazette* changed its name on April 15th, 1867, to that of *York Gazette*, and was for a long time published under that title, later it again took its former title, becoming a purely official journal. There is little to add about Canadian newspapers in the days that have been treated of namely, those prior to the war of 1812. When peace was concluded a new era set in, which must be spoken of separately, it having little if any connection with the earliest history of Canadian journalism.

## CHAPTER CCLXXVI.

### A LONG FORGOTTEN INCIDENT.

**Lieutenant-Governors Hunter and Gore and the Canadians—An Address to the Prince Regent and Who Signed It.**

Mr. Peter Hunter was appointed Lieutenant Governor of Upper Canada on August 17, 1799, and retained that office until September, 1805, when he was succeeded by Mr. Alexander Grant as President of the Council, who acted in that capacity until August, 1806, when he was followed by, as Lieutenant Governor, Mr. Francis Gore.

During President Hunter's term of office a great deal of ill-feeling and dissatisfaction had arisen in the colony. The Executive Council were now elective, being chosen by the Governor, and could be removed by him at his own pleasure for any reason or for no reason. The whole of the revenue of the Province was in the hands of the Government, and they exercised their patronage not for the public good but for the benefit of themselves and their friends. A large sum of money, nearly if not quite \$250,000, was set aside and supposed to be expended year by year in gratuities and gifts to the Indians, but complaints were openly made, to say nothing of suspicions freely indulged in, that some, at any rate, of this money failed to reach the people for whom it was intended. Such was the state of affairs on the accession to office of Mr. Gore in 1806. Like his predecessors, this gentleman listened wholly to his Council, and was guided by them in his policy. Things grew from bad to worse, and it is not so much to be wondered at that the United States authorities mistook the people's feelings of dissatisfaction with the state of political affairs for disloyalty to the mother country. A most amusing instance of this mistaken idea is given us in the bombastic proclamation issued to the Canadian people by General Hull, of the U. S. A., 20th July, 1812, wherein he offers the former the alternatives

of peace, freedom and security as citizens of United States, or war, desolation and extermination if they remained under the shadow of the British flag.

This discontent among the people culminated in complaints from the grand juries to Judge Thorpe, and this is what happened, and the quotation given is from D. B. Read's "Life" of the Judge of whom we are speaking :—

"The minds of numbers of the people, and even the minds of certain officials of the Government, were impressed with the idea that there was too much oligarchical rule in the province, that the executive authority set at defiance the will of the people as expressed through their representatives. Then the judges were eligible for election as members of Parliament. \* \* \* Judge Thorpe accepted the candidature to Parliament offered him by the people of the Home District. This fired the breast of the Governor and oligarchy of the period. Mr. Surveyor-General Wyatt and Sheriff Willcocks were of one mind with the Judge, and therefore opposed to the Governor. The Governor carrying out the doctrine of the time, the divine right of kings and their satraps, that might makes right, determined to rid himself of the Judge and the Surveyor-General."

And Governor Gore, who, however autocratic he might be, was thoroughly honest and heartily believed in himself, carried his determination into practice, and in 1807 both Judge and Surveyor-General were relieved from office. Two actions at law were the result, the plaintiffs being Wyatt and Thorpe, the defendant Francis Gore. The jury found for the plaintiffs, with heavy damages in both cases.

In September, 1811, Mr. Gore obtained leave of absence to visit England. He had scarcely sailed when the following address was sent from many Canadians for presentation to the Prince Regent :—

TO HIS ROYAL HIGHNESS THE PRINCE REGENT.

May it please your Royal Highness. We, his Majesty's dutiful and loyal subjects the undersigned freeholders, householders and other inhabitants of the capital and home district of his Majesty's province of Upper Canada, beg leave to approach your Royal Highness and to express in common with others, his Majesty's subjects, the deep regret we feel upon being made acquainted with the ill state of health, our beloved Sovereign at present labors under and which has called your Royal Highness to the exercise of the supreme functions of the United Kingdom of Great Britain and Ireland.

Firmly attached to the House of Brunswick and the British constitution

under a conviction that it affords, when religiously and honestly administered, all that security of person and property which it is possible to expect to enjoy under any social compact whatever, and which attachment some of the undersigned have not hesitated in cementing with their blood, the loss of their property, and the separation from their relations and friends during the revolutionary war in America. Priding ourselves in being a ramification of the Empire of Great Britain and Ireland, it has ever been an anxious wish to render our acknowledgments of the benefits it was the intention of our Gracious Sovereign we should enjoy in this distant part of his dominions, but it is with the deepest regret we are compelled to state to your Royal Highness that the intentions of your Royal Father have been rendered abortive and unsuccessful by the intrigue and interruption of designing and interested men who have been placed in the government of this colony.

Many of the undersigned, after the conclusion of the revolutionary war which separated the colonies from the mother country, were left without a home. His Majesty, with that benign goodness which has so distinguished his long reign, selected this province as an asylum for his suffering loyalists, and invited them to repair hither under promises worthy the sovereign who bestowed them, and although many of the undersigned had sacrificed well-cultivated estates and large establishments, yet they hesitated not a moment in choosing between returning to the enjoyment of those comforts they had so recently left under the new order of things, and sitting themselves down in a wilderness under the British constitution, and thereby submitting to privations beyond the power of expression; but with what astonishment and regret have they beheld the system of partiality and corruption that has been pursued in the distribution of those bounties held out by our gracious sovereign to his suffering and distressed loyalists, some favorites being profusely rewarded, while others of equal, if not superior claims were unable to obtain those just rewards their loyalty to their king and attachment to the British cause had induced their Sovereign to promise.

Blessed by Providence with a fertile soil, capable of producing all the comforts of life, our attention has been in a particular manner turned towards the raising and cultivation of hemp under a persuasion that while it held out a prospect of rewarding the cultivator it might in some measure be beneficial to the mother country, at a time when the channels through which they usually obtained a supply of that article had been.



by the ascendancy of her most inveterate enemy, shut up. Even this anticipation of gratitude towards our mother country has been rendered of no effect by the injudicious and narrow policy of the Executive of the colony in the selection of persons with whom the cultivator had to deal.

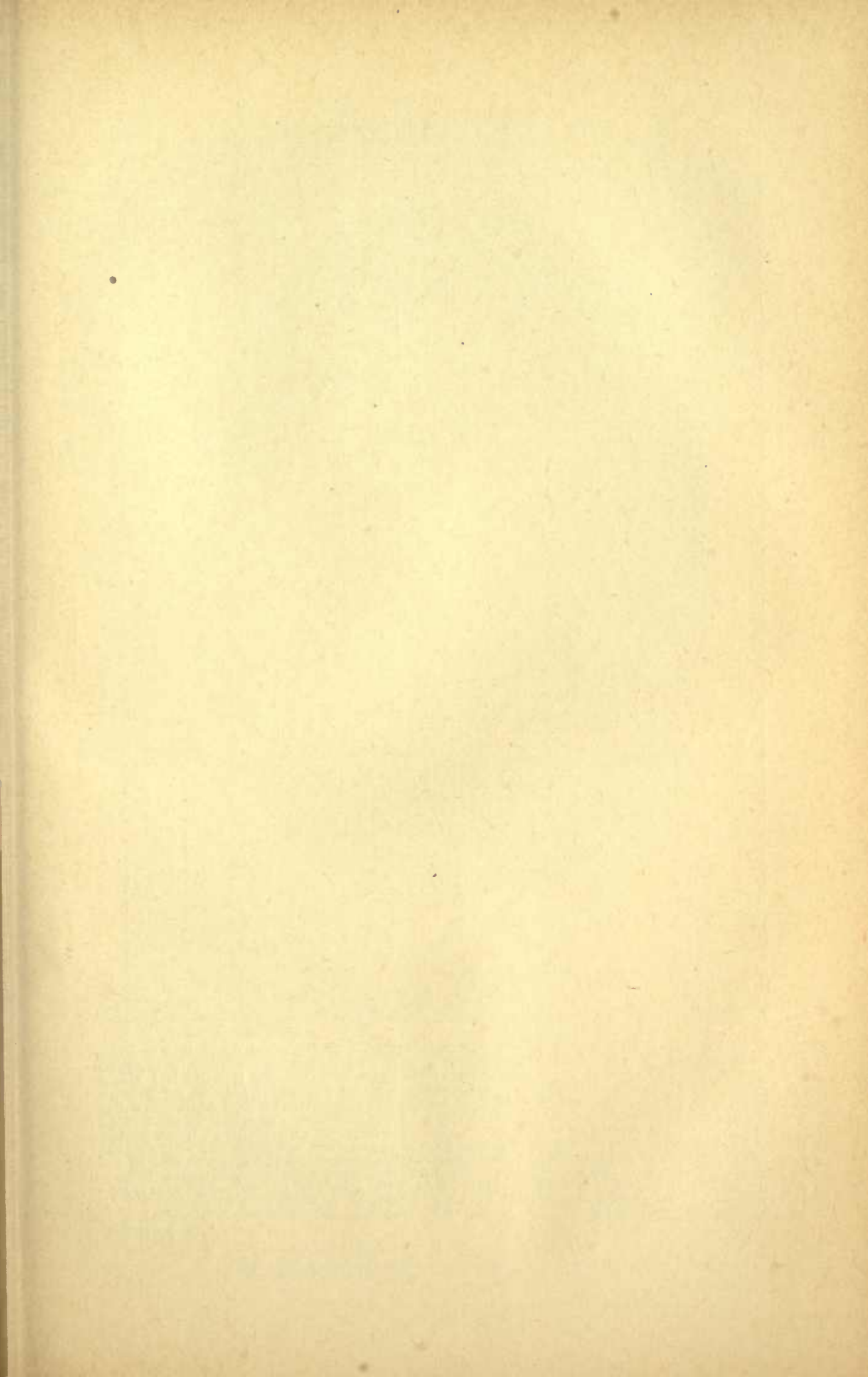
With the most heartfelt satisfaction I beg leave to express to your Royal Highness our gratitude and thanks for the removal of Mr. Gore from the government of this colony, and we further beg leave to state that upon a retrospective view of Mr. Gore's administration it will be made apparent that his measures have been uniformly calculated to disunite and create distrust amongst his Majesty's loyal and faithful subjects in this province; and although endeavors may be made by Mr. Gore's adherents for the purpose of impressing upon his Majesty's Ministers the approbation of the people of this colony of Mr. Gore's administration, and thereby deceive your Royal Highness, we implore your Royal Highness not to receive such representation as the general voice of the inhabitants of this province, but as that of a very partial part of the sense of the people of this colony, and principally those only who have been loaded with Mr. Gore's favors and partook of a share in his coercions and mal-administration.

Should it please the Supreme Disposer of Kingdoms to remove our gracious Sovereign from a mortal to an immortal throne, we humbly implore in mercy that He may bless your Royal Highness with a long and happy reign, and that you may prove the chosen instrument in the hand of heaven to vanquish and overcome the public as well as secret enemies of your Royal House and the nations over whom your Royal Highness may be called to govern.

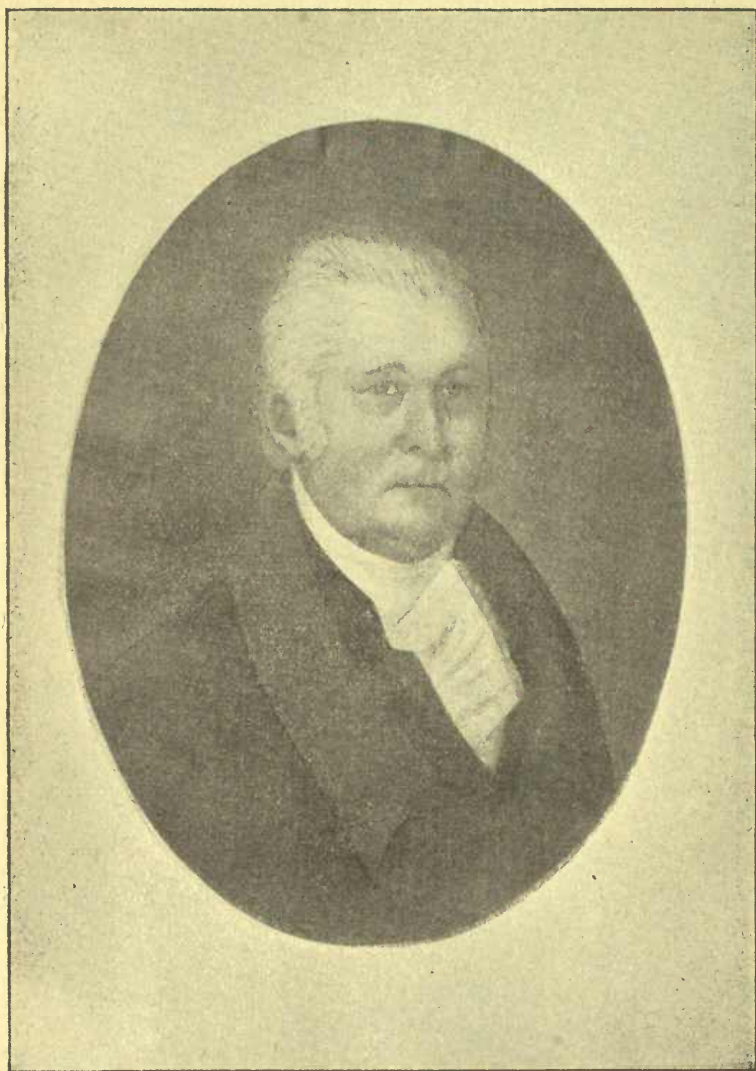
YORK, Province of Upper Canada, 24th October, 1811.

John Mills Jackson	James S. Brown
F. Bingle	Samuel Morton
Joseph Shepherd	Jonathan Hart
his	Thomas Mercer
William x Hagh	William Bates
mark.	*
Jacob Delong, jr.	Thos. — *
Oliver — *	Conrad Grom
Paul Willcutt, jr.	Henry White
Alex. Montgomery	John Soules
Simeon Martin	Aaron Soules
Jacob Cummer	Winthrop Crasby
John Fordham	his
Valentine Ficher	John x Cook
Michael Whitmore	mark.
Leonard Ashley	Joseph Brown
Jacob Kinnee	his
Cornelius Van Nor-	Quatz, x
strand	mark
James Van Nostrand	Benjamin Stiles
Habram Devens	Ansel Britton
Simeon Devens	Ebenezer Cooke
Nicholas De Long	Rodolf Black
Jobe Brundige	

Stephen Brundige	Reuben Wait
Levi Brundige	Martin Snider
Jacob De Long	Jacob Snider
Wm. B. Peters, Atty-	Phillip Wiegman
at-Law	Martin Elsworth
J. B. Lotman	Alex. Montgomery
Thomas Livy	John Montgomery
Henrich Sommerfeldt	Peter Roseau Lawrence
Gideon Orton	William Gray
Jacob Luckmann	Stillwell Willson
Jedediah Britton	Eber. Wighte
his	George Hughron
Joseph x Tumbleson	Michael Ficher
mark	John Willson
his	Colbott
James x Tisses	Leond Klincker
mark	Anthony Hollingshead
Joseph Lyons	jr.
Jacob Pingel	John Hong
George Pingel	his
his	Oreal x Hudson
Joseph x Foyce	mark
mark	his
John Moore	David x Adair
William Spafford	mark
Stephen Moore	Asa Patrick
William Rush	Timothy Wheeler
Jno. Hayes	Juss Fludgen
his	John Price, late Adj't
John x Tomlinson	Brit. Leg. Cavy.
mark	Joseph Hill
his	Isaac Columbes
Jacob x Cook	Thos. Stoyell
mark	Cornelius Anderson, jr
his	Samuel Arnold
Jacob x Cloyne	John Willson
mark	John Willson, jr
his	Elihu Pease
John x Cloyne	George T. Davison
mark	Luke Stotenborough
Daniel R. Orton	Charles Denison
James Soules	his
James Tomlinson	Jacob x Anderson
Michael Bowman	mark
Peter Vanallany	William Thomson
William Clendennen	his
John Clendennen	Robert x Stuart
Lewis Dennis	mark
Samuel Mercer	Oliver Prentis
Augustus Bates	Henry La Mars
Wm. Hunter	Benjamin de Ling
Rich. L Lippincott	Charles Willcocks, for-
Cornelius Anderson	merly Ensign 3rd
Andrew McGlashan	Batt., 60th Regiment
Henry McGary	or Royal Americans.
William Marsh	Joseph Vancise
Leonard Marsh	James Ozburn
John Young	Joseph Ozburn
Isaac Wilson	James Ross
George Bond	James Glennon, Surg.
Andrew Sharp	G. Willcocks, M.P
John McDonald	Peter Howard, M. P.,
William Soules	for the County of
John Cameron	Leeds
Uzal Wilson	John Willson, M. P.
Peter Flesher	George Cary
Jarvis Ashley	Sam Everson
James Warren	James Everson
Jobe Kinnee	Thomas Mercer
James Dulcott	Wm. D. Jackson
Henry *	Samuel Jackson, Junr.
Benj. Davis	Joseph Jackson
his	Phillip Brown
Samuel x Lewis	John M. Dougall, Junr
mark	William Moody
Isaac Duclous	Jacob Miller
his	David Miller
Ira x White	Jacob Miller
mark	William McBride
Lary Davis	Jeremiah Brown
John Chapman	George Howe







HONORABLE THOMAS RIDOUT—Surveyor General of Upper Canada, 1810, and subsequently (1824) a member of the Upper Canadian Legislative Council, was born in Sherborne, Dorsetshire, Eng., on March 17, 1754. At the age of 20 years, in September 1774, he left England for America arriving in New York about October 18th. From there he proceeded to Annapolis, Maryland, where an elder brother was already settled. He was in the North American colonies during their entire struggle for independence, and on the conclusion of peace appears to have accepted the changed condition of affairs. Whilst on a journey through the United States in 1787 he was taken prisoner by the Shawanese Indians on the Ohio and remained four months in captivity. In 1788 Mr. Ridout came to Montreal after his release and then determined to settle in Canada. Besides minor appointments he was successively Sergeant-at-Arms, House of Assembly, 1794; Registrar County York, 1796; Clerk of the Peace H. D., 1800; Surveyor General, 1810; M. P. P. West York, 1812; Legislative Council, 1824.

Died at York, February 8, 1829, and buried in the churchyard of St. James' Cathedral.

Caleb Perth	Wm. Marsh
George McGrath	Jacob Nothcraft
Moses McGrath	John Phillips
Thos. Mosley	Henry Jonnston
Isaac Brown	William Harrison
Philip Peters	his
D. M. G. Rogers, member of the Assembly for the District of Newcastle	Francois x Roland mark
Joseph Brown	Abraham Cronkwright
his	*Oliver Bettz
Quartz x	*George Laurier
mark	*George Meredith
	*Maguire

Of the signatories to this address the first on the list is that of John Mills Jackson, an Englishman, who came to this country in 1806 from Downton, in Wiltshire. He returned to England some years later, being dissatisfied with the way affairs were conducted here. He published a pamphlet addressed to the King and Parliament of Great Britain, entitled "A View of the Political Situation of the Province." This pamphlet caused much annoyance in Upper Canada, and the Legislative Assembly voted it a libel!

Then follow, among many others, the names Alexander Montgomery, of Yonge street; Thomas Mercer; John Montgomery, who kept an hotel here, known as the "Bird in Hand"; Samuel Mercer; Richard Lippincott, who gives his name to the street so called in Toronto; Andrew McGlashan, who lived well on in to the "fifties"; Isaac Columbes, whose memory is yet green; Charles Denison, who married Miss Playter; Charles Willcocks, who, whatever eminent virtues he possessed, did not count excessive modesty among them, as he once proposed to publish by subscription a history of his own life.

There are many others whose names are familiar, and also many of whom nothing is known, but "The times change, and we change with them."

#### CHAPTER COLXXVII.

#### AN OLD ACCOUNT BOOK.

**Some Quaint and Interesting Entries—A Contrast in Prices Between the Present Time and a Century Since.**

The following extracts from a daily cash journal kept by Mr. Thomas Ridout, sometime Clerk of the Peace for the Home District, and father of the late Thomas Gibbs Ridout, so well known as cashier in its prosperous days of the old Bank of Upper Canada, will probably be of interest to many as showing the difference that exists in the price of every-day articles, now in this year of grace 1894, and that which obtained very nearly one hundred years ago.

Mr. Ridout kept his household and office expenses in one book, and it is somewhat

amusing to find such entries as the following, side by side:—"November 15th, 1797, house expenses, Dr. to cash, paid for two barrels of flour at 30s, £3," and on the same day, in fact the very next entry: "Cash Dr. to office, received for sundry writings, £1 10s.

There are many similar entries to the next following. Payment is made in New York currency, and thus entered, then reduced to Halifax currency:—"Cash, Dr. to Abner Miles, received of him by the hands of Mr. Thomas Barry—

£9 14 6 New York currency.  
of himself....10 0 0

£19 14 6

Halifax currency.....£12 6 7."

On December 15th, in the same year, is this entry recalling the name of a man whose end was a tragic one:—"Household expenses, Dr. to James Ruggles, for sundry earthenware, as per his account, £11 4 0."

Mr. Ruggles was a passenger on the schooner *Speedy* when she with all on board foundered in the waters of Lake Ontario on October 7th, 1804, none being left to tell the tale.

Throughout the month of December the following names are often found:—Archibald Thomson, of Scarborough; William Allan, of York; Joseph Hunt of the same place, and also that of the Honorable D. W. Smith.

In January, 1798, occur the names of Andrew and David Thomson, who were Archibald's brothers, Abner Miles, Archibald Cameron, and Samuel Heron. The latter was one of the town wardens in the year 1799. Though he was one of a well-known family, his name does not often appear in any of the old records.

On March 12th, in the same year, is this entry: "Received of Duke William Kendrick and James Nash, for sundry writings, £1 12 0." Mr. Ridout at any rate succeeded in obtaining some cash from Mr. Kendrick, but it appears to have been a very scarce article with him, as with pretty nearly every one else in those days, for we find him advertising in the *Gazette* on December 21st, 1799, nearly two years later, that he wished to purchase ashes, he having established a potashery, but he added this significant notice to his advertisement:—"He (Kendrick) conceives it his duty to inform those who have ashes to dispose of that it will not be in his power to pay cash, but merchandise at cash price."

On the last day of March Mr. Ridout records having received as a deposit the sum of £101 5 9½ from Mr. W. P. Lawe, and there is this somewhat quaintly worded note added:—"Left by me in the hands of the



Honrable D. W. Smith, as a place of greater security than my house, the same day."

Ephraim Payson received payment from Mr. Ridout, on April 7th, of £4 5 Halifax currency for 1,700 bricks to be delivered at "lot No. 2, Duke street, York." This was the beginning of the old Ridout homestead. Again, on May 1st is a payment in connection with the same building to one W. Mather for shingles and to D. Hendrie for pickets.

Beef at the time was seven pence half-penny currency a pound. Mr. Ridout enters the purchase of 92 pounds of that commodity at that price on May 18th. That would be just twelve cents of our money.

On July 25th the firm of Skinner & Ferry is mentioned. They were proprietors of a saw mill on the banks of the Don, at no very great distance from where the Winchester street bridge now (1894) crosses the river.

Lovers of that cup which "cheers but not inebriates," must have had to be very careful in those days, for on August 1st Mr. Ridout enters: "1 lb. Souchong tea, £0 12 6, or \$2 50." Think of that, those who complain when Messrs. Black, Green & Co., the family grocers, charged even the odd fifty cents for a pound of the same commodity.

Among other entries are 52 lbs. maple sugar at 1s—£2 12; two and a half cords of wood at 14s—£1 15; for a pair of shoes, £1 4; forty-five pounds pork at 1s—£2 5. In all these cases it must be borne in mind that the shilling quoted was only equal to twelve and a half cents, so with the exception of wood the prices compare fairly well with those charged to-day. On October 1st, still in the same year, occurs this entry: "House expenses, Dr. to Thomas Markeand, of Kingston. Received from him this day, per the Toronto, 3 barrels of flour 72 lbs. or 6½d (barrels) and 21 lbs. at 20s is £6 8 9, Halifax, or £10 6 0." The "Toronto" means the well-known trading and passenger vessel the Toronto yacht, wrecked afterwards on the Island opposite Toronto.

Yet another entry on the 25th of the same month, and here the prices as compared with the present time present a marked contrast. It runs thus:—

	s	d.
One pound loaf sugar. ....	4	0
Four " brown " at 3s. ....	13	0
Four " " " 2s 6d. ....	10	0
One " chocolate, 5s. ....	5	0
Four " 13 oz. cheese, 2s. ....	9	8
	£2	0 8

It will be seen, therefore, that sugar varied

from 35 cents to 50 cents a pound, chocolate was 6½ cents, and cheese 25 cents. House-keepers of to-day have therefore a good deal to be thankful for in respect of what the same articles cost them now.

One of the last entries in the book is this: "Paid Mr. John McDougall, my club in full as a member of the Gardeners' Society, £2 18 4." This particular association is not referred to elsewhere. There are many of the names which occur in the book that are still represented in and about Toronto, but the entries relating to them are on purely business matters and are of no general interest.

Some confusion may arise as to the terms New York and Halifax currency. A New York pound, though like all other pounds, it consisted of twenty shillings, was only equal to \$2 50 as the so-called "shilling" or "Yorker" was but 12½ cents in value. A pound Halifax was equal to \$4 and a pound sterling or the English sovereign passed for twenty-five shillings Halifax. The following table in Sterling, New York, Halifax and in dollars and cents will show the relative values:—

Sterling.			New York.			Halifax.				
£	S.	D.	£	S.	D.	£	S.	D.	\$	C.
	6			1			7½		12½	
	1	0		2			1	3	25	
	10	0		1	0	0	12	6	2 50	
1	0	0	2	0	0	1	5	0	5 00	

## CHAPTER CCLXXVIII.

### THE WAR OF 1812.

#### Many Interesting Documents Relating to It—Proclamation and Gen. Brock's Reply.

A casual reference was made in the chapter entitled, "A Long Forgotten Incident," to a bombastic proclamation issued by General Hull, of the U.S.A., from Detroit, to the Canadian people, at the time when the war broke out between the United States and Canada. The full text of this document was as follows:—

"Inhabitants of Canada: After thirty years of peace and prosperity the United States have been driven to arms. The injuries and aggressions, the insults and indignities of Great Britain have once more left them no alternative but manly resistance or unconditional submission.

"The army under my command has invaded your country and the standard of union now waves over the territory of Canada. To the peaceable unoffending inhabitant it brings neither danger nor difficulty. I come to find enemies not to make them. I come to protect, not to injure you.

"Separated by an immense ocean and by

an extensive wilderness from Great Britain, you have no participation in her councils, no interest in her conduct. You have felt her tyranny, you have seen her injustice—but I do not ask you to avenge the one or redress the other. The United States are sufficiently powerful to afford you every security, consistent with their rights and your expectations. I tender you the invaluable blessings of civil and religious liberty, and their necessary result individual and general prosperity—that liberty which gave decision to our councils and energy to our conduct in our struggle for independence and which conducted us safely and triumphantly through the stormy period of the revolution—that liberty which has raised us to an elevated rank throughout the nations of the world, and which has afforded us a greater measure of peace and security, of wealth and improvement than ever yet fell to the lot of any people.

"In the name of my country and by the authority of my Government, I promise protection to your persons, property and rights. Remain at your homes, pursue your peaceful and customary avocations, raise not your hands against your brethren. Many of your fathers fought for the freedom and independence we now enjoy. Being children, therefore, of the same family with us, and heirs to the same heritage, the arrival of an army of friends must be hailed by you with a cordial welcome. You will be emancipated from tyranny and oppression and restored to the dignified station of freemen.

"Had I any doubt of eventual success I might ask your assistance, but I do not. I come prepared for every contingency. I have a force which will look down all opposition, and that force is but the vanguard of a much greater. If, contrary to your own interests and the just expectation of my country, you should take part in the approaching contest, you will be considered and treated as enemies, and the horrors and calamities of war will stalk before you."

This last sentence shows plainly in the earlier words the idea that obtained at this period throughout the United States that Canadians were prepared to throw off their allegiance to Great Britain. This mistaken notion has already been referred to in an earlier chapter. The Proclamation then proceeds:—

"If the barbarous and savage policy of Great Britain be pursued, and the savages be let loose to murder our citizens and butcher our women and children, this war will be a war of extermination. The first stroke of the tomahawk, the first attempt with the scalping knife will be the signal of one indiscriminate scene of desolation. No

white man found fighting by the side of an Indian will be taken prisoner—instant destruction will be his lot. If the dictates of reason, duty, justice and humanity cannot prevent the employment of a force which respects no rights and knows no wrong, it will be prevented by a severe and relentless system of retaliation.

"I doubt not your courage and firmness, I will not doubt your attachment to liberty. If you tender your services voluntarily they will be accepted readily. The United States offer you peace, liberty and security. Your choice lies between these and mere slavery and destruction. Choose then, but choose wisely; and may He who knows the justice of our cause and who holds in His Hands the fate of nations, guide you to a result the most compatible with your rights and interests, your peace and prosperity.

W. HULL

"By the General, A. F. Hull, Capt. 13th Regt. and A.D.C.

"Headquarters, Sandwich, July 12, 1812."

To the foregoing proclamation General Brock issued the following reply as found in the Canadian Archives, Series Q., Vol 315, Colonial Office Records, Page 152.

#### "PROCLAMATION"

"The unprovoked declaration of war, by the United States of America, against the United Kingdom of Great Britain and Ireland, and its dependencies, has been followed by the actual invasion of this Province in a remote frontier of the Western District by a detachment of the armed force of the United States. The officer commanding that detachment, has thought proper to invite His Majesty's subjects not merely to a quiet and unresisting submission, but insults them with a call to seek voluntarily the protection of his Government. Without condescending to repeat the illiberal epithets bestowed in this appeal of the American commander to the people of Upper Canada, or the administration of His Majesty, every inhabitant of the Province is desired to seek the confutation of such indecent slander in the review of his own particular circumstances; where is the Canadian subject who can truly affirm to himself that he has been injured by the Government in his person, his liberty, or his property? Where is to be found in any part of the world a growth so rapid in wealth and prosperity as this colony exhibits? Settled not thirty years ago by a band of veterans exiled from their former possessions on account of their loyalty, not a descendant of those brave people is to be found who, under the fostering liberality of their sovereign, has not acquired a prosperity and means of enjoyment superior to what were possessed by their



ancestors. This unequalled prosperity could not have been attained by the utmost liberality of the Government or the persevering industry of the people, had not the maritime power of the mother country secured to its colonists a safe access to every market where the produce of their labor was in demand.

The unavoidable and immediate consequence of a separation from Great Britain must be the loss of this inestimable advantage. And what is offered you in exchange? To become a territory of the United States and share with them that exclusion from the ocean which the policy of their present Government enforces. You are not even flattered with a participation of their boasted independence, and it is but too obvious that once exchanged from the powerful protection of the United Kingdom, you must be re-annexed to the dominion of France, from which the provinces of Canada were wrested by the arms of Great Britain, at a vast expense of blood and treasure, from no other motive than to relieve her ungrateful children from the oppression of a cruel neighbor. This restitution of Canada to the empire of France was the stipulated reward for the aid afforded to the revolted colonies, now the United States. The debt is still due, and there can be no doubt but the pledge has been renewed, as a consideration for commercial advantages, or, rather, for an expected relaxation in the tyranny of France over the commercial world. Are you prepared, inhabitants of Upper Canada, to become willing subjects, or rather slaves, to the despot who rules the nations of Europe with a rod of iron? If not, arise in a body, exert your energies, co-operate cordially with the king's regular forces to repel the invader, and do not give cause to your children when groaning under the oppression of a foreign master to reproach you with having too easily parted with the richest inheritance on earth—a participation in the name, character and freedom of Britons.

The same spirit of justice which will make every reasonable allowance for the unsuccessful efforts of zeal and loyalty will not fail to punish the defalcation of principle; every Canadian freeholder is by deliberate choice, bound by the most solemn oaths to defend the monarchy as well as his own property. To shrink from that engagement is a treason not to be forgiven; let no man suppose that if in this unexpected struggle his Majesty's arms should be compelled to yield to an overwhelming force, that the province will be eventually abandoned; the endeared relation of its first settlers, the intrinsic value of its commerce,

and the pretensions of its powerful rival to repossess the Canadas are pledges that no peace will be established between the United States and Great Britain and Ireland, of which the restoration of these provinces does not make the most prominent condition.

Be not dismayed at the unjustifiable threat of the commander of the enemy's forces, to refuse quarter if an Indian appear in the ranks. The brave bands of natives which inhabit this colony were, like his Majesty's subjects, punished for their zeal and fidelity by the loss of their possessions in the late colonies, and rewarded by his Majesty with lands of superior value in this province. The faith of the British Government has never yet been violated, they feel that the soil they inherit is to them and their posterity protected from the base arts so frequently devised to over-reach their simplicity. By what new principle are they to be prevented from defending their property? If their warfare from being different to that of the white people is more terrific to the enemy, let him retrace his steps—they seek him not—and cannot expect to find women and children in an invading army; but they are men and have equal rights with all other men, to defend themselves and property when invaded, more especially when they find in the enemy's camp a ferocious and mortal foe using the same warfare which the American commander affects to repudiate.

This inconsistent and unjustifiable threat of refusing quarter for such a cause as being found in arms with a brother sufferer in defence of invaded rights, must be exercised with the certain assurance of retaliation, not only in the limited operations of war in this part of the King's Dominions, but in every quarter of the globe, for the national character of Britain is not less distinguished for humanity than strict retaliative justice, which will consider the execution of this inhuman threat as deliberate murder, for which every subject of the offending power must make expiation.

ISAAC BROCK,

Maj.-Gen. and President.

God Save the King.

Head Quarters, Fort George, 22nd July, 1812, by order of his Honor the President I. B. Glegg, Capt. A. D. C.

Captain Geigg, whose name is attached to the foregoing proclamation was a captain on the unattached list, and had been selected by Brock to act as his aide-de-camp. He served throughout the war, and afterwards filled various public offices in Canada. Some years later he attained the rank of colonel, and was private secretary to Lord Aylmer during the period that his Lordship was Governor-General of Canada.

Chief Justice William Dummer Powell was generally supposed to have been the real author of General Brock's reply to General Hull. The Chief Justice was a trusted adviser of the President's, and was consulted on all matters of moment by the authorities, throughout the whole of the war.

Nor was Brock otherwise idle, though from a letter, dated July 20th, 1812, addressed to Sir George Prevost, but two days before he issued his reply to General Hull, it was evident he was not without very grave doubts as to the course events would take. The communication was as follows :—

“Major-General Brock to Sir George Prevost.

Fort George, July 20th, 1812.

“My last to your Excellency was dated the 12th inst, since which nothing extraordinary has occurred on this communication. The enemy has evidently diminished his force and appears to have no intention of making an immediate attack.

“I have herewith the honor of enclosing the copy of two letters which I have received from Lieut.-Col. St. George, together with some interesting documents found on board a schooner, which the boats of the Hunter captured on her voyage from the Miami to Detroit.

“From the accompanying official correspondence between General Hull and the Secretary at War, it appears that the collected force which has arrived at Detroit amounts to about 2,000 men. I have requested Colonel Proctor to proceed to Amherstburg, and ascertain accurately the state of things in that quarter. I had every inclination to go there myself, but the meeting of the Legislature on the 27th instant renders it impossible.

“I receive this moment a despatch, dated the 15th instant, from Lieut.-Colonel St. George, giving an account of the enemy having landed on the 12th, and immediately after occupied the village of Sandwich. It is strange that the three days should be allowed to elapse before sending to acquaint me of this important fact. I had no idea until I received Lieut.-Col. St. George's letter a few days ago that General Hull was advancing with so large a force.

“The militia, from every account, behaved very ill. The officers appear the most in fault. Colonel Proctor will probably reach Amherstburg in the course of to-morrow. I have great dependence in that officer's decision, but fear he will arrive too late to be of much service. The enemy was not likely to delay attacking a force that had allowed him to cross the river in open day without firing a shot.

“The position which Lieut.-Colonel St. George occupies is very good, and infinitely more formidable than the fort itself. Should he therefore be compelled to retire I know of no other alternative than his embarking in the King's vessels and proceeding to Fort Erie.

“Were it possible to animate the militia to a proper sense of their duty something might be done, but I almost despair.

“Your Excellency will readily perceive the critical situation in which the reduction of Amherstburg will place me.

“I do not imagine General Hull will be able to detach more than 1,000 men, but even with that trifling force I much fear he will succeed in getting to my rear. The militia will not act without a strong regular force to set them the example; and as I must now expect to be seriously threatened, I cannot in prudence make strong detachments, which would not only weaken my line of defence, but, in event of a retreat, endanger their safety.

“I am now given to understand that General Hull's insidious proclamation, herewith enclosed, has already been productive of considerable effect on the minds of the people. In fact, a general sentiment prevails that with the present force resistance is unavailing. I shall continue to exert myself to the utmost to overcome every difficulty. Should, however, the communication between Kingston and Montreal be cut off, the fate of the troops in this part of the province will be decided. I now express my apprehensions on a supposition that the slender means your Excellency possesses will not permit of diminution; consequently, that I need not look for reinforcements. It is evidently not the intention of the enemy to make any attempt to penetrate into the province by this strait, unless the present force be diminished. He seems much more inclined to work on the flanks, aware that if he succeed every other part must soon submit.

“My last official communication from the Lower Province is dated the 25th ultimo, when the Adjutant-General announced the receipt of intelligence by a mercantile house of war being declared by the United States against Great Britain.”

On July 27th, 1812, General Brock returned to York from Niagara and opened the special session of Parliament, which had been called in consequence of the outbreak of hostilities. His speech was as follows :—  
*Honorable Gentlemen of the Legislative Council and Gentlemen of the House of Assembly :*

The urgency of the present crisis is the only



consideration which could have induced me to call you together at a time when public, as well as private, duties elsewhere, demand your care and attention.

But, gentlemen, when invaded by an enemy whose avowed object is the entire conquest of the province, the voice of loyalty, as well as of interest, calls aloud to every person in the sphere in which he is placed to defend his country.

Our militia have heard the voice, and have obeyed it; they have evinced, by the promptitude and loyalty of their conduct, that they are worthy of the king whom they serve, and of the constitution which they enjoy; and it affords me particular satisfaction, that while I address you as legislators, I speak to men who, in the day of danger, will be ready to assist, not only with their counsel, but with their arms.

We look, gentlemen, to our militia, as well as to the regulars, for our protection; but I should be wanting to that important trust committed to my care, if I attempted to conceal (what experience, the great instructor of mankind, and especially of legislators, has discovered) that amendment is necessary in our militia laws to render them efficient.

"It is for you to consider what further improvements they still may require."

Then addressing both Houses the President proceeded to point out that it might be necessary to suspend, at any rate for a time, the Habeas Corpus Act and that it might also be desirable to enact a system of martial law and the closing sentences of his speech were in these words:—

*Gentlemen of the House of Assembly.*

"I have directed the public accounts of the province to be laid before you in as complete a state as this unusual period will admit. They will afford you the means of ascertaining to what extent you can aid in providing for the extraordinary demands occasioned by the employment of the militia, and I doubt not but to that intent you will cheerfully contribute.

*"Honorable Gentlemen of the Legislative Council and Gentlemen of the House of Commons :*

"We are engaged in an awful and eventful contest. By unanimity and dispatch in our councils, and by vigor in our operations, we may teach the enemy this lesson, that a country defended by 'free men' enthusiastically devoted to the cause of their king and constitution, can never be conquered."

The Parliament which met in the spring of 1812 had already passed an act granting a sum of money to the President for purposes of militia reorganization and in the special session which has just been referred to a fur-

ther act after endless discussion was passed relating to the discipline and pay of the force. The President was later authorized by the Legislative Council—not the Assembly—under certain specified conditions to have recourse to martial law and power was also granted providing that in special cases the Habeas Corpus act should not apply.

On July 17th owing to the prompt action of General Brock in his orders to Captain Roberts of the 41st Regiment, who was stationed at St. Joseph's, Fort Michillimackinac surrendered to the British without the loss of a single life.

The inaction or comparative inaction of the House of Assembly respecting the militia and the conduct of the war, caused Brock the gravest anxiety as will be gleaned from the following account of a Council meeting held August 3rd, 1812. The report is contained in the:—

*"Canadian Archives, Vol. 118, Series Q, Colonial Office Records, page 187.*

"At a Council held at the Government house, York, Upper Canada, Monday, 3rd August, 1812

"Present—Major-General Brock, Hon. the Chief Justice, Hon. James Baby, Hon. Alexander Grant, Hon. John McGill, Hon. Mr. Justice Powell, Hon. Prideau Selby.

"His Honor the President represented to the Board that the hopes he had entertained from the call of the Legislature were likely to be disappointed.

"That the Lower House of Assembly, instead of prompt exertions to strengthen his hands for the government of the militia, providing for security from internal treason by partial suspension of the Habeas Corpus act, authorizing a partial exercise of martial law concurrently with the ordinary course of justice, and placing at his disposal for the defence of the Province the funds not actually applied upon past appropriations, had consumed eight days in carrying a single measure of party—the repeal of the School Bill the passing of an act for the public disclosure of treasonable practices before the magistrates, should have power to commit without bail. That under such circumstances little could be expected from the prolonged session of the Legislature.

"That the enemy had invaded and taken part in the Western District, was multiplying daily his preparations to invade in others; that the militia in a perfect state of insubordination had withdrawn from the ranks in actual service; had refused to march when legally commanded, to reinforce a detachment of the regular force for the relief of Amherstburg—had insulted their officers, and some not immediately embodied, had

manifested in many instances, a treasonable spirit of neutrality or disaffection.

"That the Indians on the Grand River, tampered with by the disaffected whites, had withdrawn from their volunteer service, and declared for a neutrality, which, in respect to them was equally inadmissible as with the King's other subjects.

"That in the Western and London districts several persons had negotiated with the enemy's commander, hailing his arrival and pledging support. That the regular force consisted of one regiment, the 41st nine hundred strong, and part of the Royal Newfoundland Regiment, two hundred, with a detachment of the Royal Artillery, and several armed vessels. That the extent of coast exposed and the great distances of the prominent points had obliged him to divide that force to support and countenance the militia. That the conduct of the western militia had exposed to imminent danger the regular force at Amherstburg, and however inconvenient, he had made a large detachment of the 41st, and militia from the home and Niagara districts with the few Indians not corrupted, to reinforce that garrison if time would admit.

"That, on the other hand, the commandant at St. Joseph had with his garrison and Indians taken the island of Michilimackinack, the garrison of which capitulated without firing a shot.

"That in all probability part of that force might descend to Detroit, and in such case a co-operation with the garrison at Fort Amherstburg, reinforced by the detachment now on its march to Long Point, might compel the invaders to retire or surrender, but that no good result from any military expedition could be expected unless more powerful restraint could be imposed on the militia than the actual law admits, and that he had power to restrain the general population from treasonable adherence with the enemy, or neutrality, by summary proceedings and punishment. Nor could the colony be considered safe from the Indians in its very bosom, whilst liable to be tampered with by disaffected persons, exposed only to the slow progress of conviction by criminal law.

"That with this view of the situation of the Colony, he submitted for the consideration of the Colony, how far it might be expedient to prorogue the General House of Assembly and proclaim martial law, under the powers of the King's Commission in case of invasion."

The Council adjourned one day for deliberation, meeting again on Tuesday, 4th August.

"The Council met from adjournment of yesterday.

"Present—The same members. The Council having deliberated upon His Honor's representation, is unanimously of opinion, that under the circumstances of the Colony, it is expedient upon prorogation of the General Assembly to proclaim and exercise martial law according to the powers of His Majesty's Commission to the Governor-General."

A true extract from the minutes.

JOHN SMALL,

Clerk of the Executive Council.

But, happily, the disaffection noticed in the report of the Council meeting did not spread, and General Hull, instead of carrying all before him, surrendered to General Brock a few days later, on August 16th, 1812.

This great success had the effect of strengthening the loyalty of those who were already loyal; of making loyal those who were inclined to disaffection, and of bringing to the defence of the province many who had hitherto held aloof, or who were wavering in their allegiance. Brock returned, after the capture of Detroit to Kingston for a brief period, but early in September was again at Niagara.

The prisoners of war who were taken captive at Detroit numbered 2,500 men and 33 pieces of brass and iron ordnance. These figures are given on the authority of General Brock himself, contained in his despatch to Sir George Prevost, dated August 17th, 1812. Brock's own forces, to quote the same document, "consisted of 30 artillery, 250 men of the 41st Regiment, 50 of the Royal Newfoundland Regiment, 400 militia and about 600 Indians, to which were attached three six-pounders and two three-pounders. \* \* \* I cannot withhold my entire approbation of their conduct on this occasion."

On September 18th 1812, Brock wrote from Fort George to his brother Savery in these terms:—

"I have now officers in whom I can confide: when the war commenced, I was really obliged to seek assistance among the militia. The 41st is an uncommonly fine regiment, but wretchedly officered. Six companies of the 49th are with me here, and the remaining four at Kingston under Vincent. Although the regiment has been ten years in this country drinking rum without bounds it is still respectably and apparently ardent for an opportunity to acquire distinction". Then follow several sentences of no general interest and he continues. "You will hear of some decided action in the course of a fortnight or in all probability we shall return to a state of tranquillity. I say



decisive, because if I should be beaten, the province is inevitably gone, and should I be victorious, I do not imagine the gentry from the other side will be anxious to return to the charge.

"It is certainly something singular that we should be upwards of two months in a state of warfare and that along this widely extended frontier not a single death, either natural or by the sword should have occurred under the troops under my command, and we have not been altogether idle, nor has a single desertion taken place."

On October, 11th, following, Brock again wrote to Sir George Prevost from Fort George. He spoke with regret of the capture of the British vessel *Detroit* by the Americans as "an event particularly unfortunate which may reduce us to incalculable distress. The enemy is making every exertion to gain a naval superiority on both lakes, which, if they accomplish, I do not see how we can retain the country."

On the next day, October, 12th, Brock penned his last despatch to Sir George Prevost. It is very brief and simply states that he is convinced that an attack is imminent and that he has made every exertion "to complete the militia to 2,000 men."

On the following day took place the Battle of Queenston Heights. The account thereof is contained in the following despatch from Major-General Sheaffe to Sir George Prevost:—

FORT GEORGE, 13th October, 1812.

SIR,—I have the honor of informing your Excellency that the enemy made an attack with a considerable force this morning before daylight on the position of Queenston; on receiving intelligence of it Major-General Brock immediately proceeded to that post and I am excessively grieved in having to add that he fell whilst gallantly cheering his troops to an exertion for maintaining it; with him the position was lost, but the enemy was not allowed to retain it long; reinforcements having been sent up from this post composed of regular troops, militia and Indians, a movement was made to turn his left while some artillery under the direction of Captain Holcroft, supported by a body of infantry engaged his attention in front; this operation was aided too by the judicious position which Norton and the Indians with him had taken on the woody brow of the high ground above Queenston; a communication being thus opened with Chippawa, a junction was formed with succours that had been ordered from that post. The enemy was then attacked, and after a short but spirited conflict, completely defeated. I had the satisfaction of receiving the sword of their commander, Brigadier-

General Wadsworth, on the field of battle, and many officers, with upwards of nine hundred men were made prisoners, and more may yet be expected; a stand of colors and a six pounder were also taken. The action did not terminate until nearly 3 o'clock in the afternoon, and their loss in killed and wounded must have been considerable. Ours, I believe, to have been comparatively small in numbers. No officer was killed besides Major-General Brock, one of the most gallant and zealous officers in his Majesty's service, whose loss cannot be too much deplored, and Lieut.-Colonel McDonell, provincial aide-de-camp, whose gallantry and merit rendered him worthy of his chief.

Captains Dennis and Williams, commanding the flank companies of the 49th Regiment, which were stationed at Queenston, were wounded, bravely contending at the head of their men against superior numbers, but I am glad to have it in my power to add that Captain Dennis fortunately was able to keep the field, though with pain and difficulty, and Captain Williams' wound is not likely long to deprive me of his services.

I am particularly indebted to Captain Holcroft, of the Royal Artillery, for his judicious and skilful co-operation with the guns and howitzer under his immediate superintendence. The well directed fire from which contributed materially to the fortunate result of the day.

Captain Derenzy, of the 41st Regiment, brought up the reinforcements of that corps from Fort George, and Captain Bullock led that of the same regiment from Chippawa, and under their command those detachments acquitted themselves in such a manner as to sustain the reputation which the 41st Regiment had already acquired in the vicinity of Detroit.

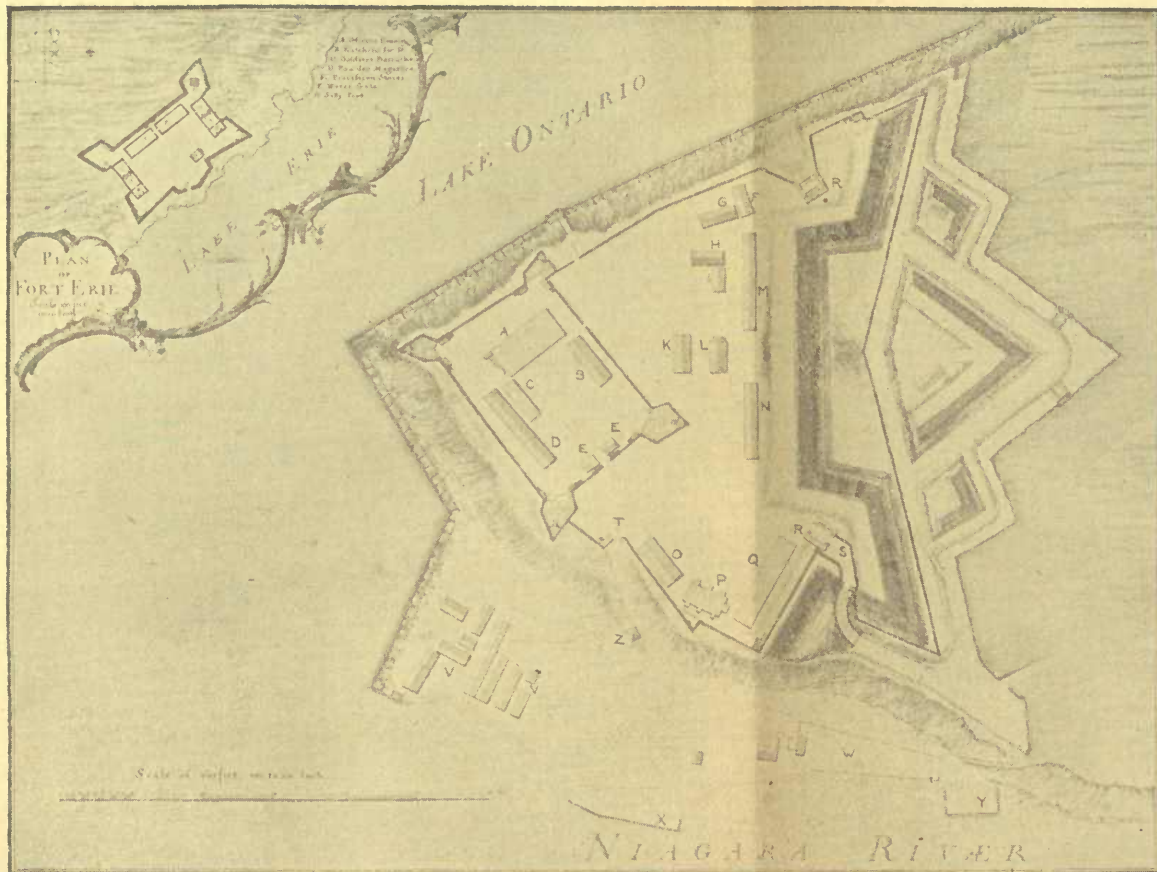
Major-General Brock, soon after his arrival at Queenstown, had sent down orders for battering the American fort, Niagara. Brigade-Major Evans, who was left in charge of Fort George, directed the operations against it with so much effect as to silence its fire and to force the troops to abandon it, and by his prudent precautions he prevented mischief of a most serious nature, which otherwise might have been effected, the enemy having used heated shot in firing at Fort George. In these services he was most effectually aided by Colonel Claus (who remained in the fort at my desire) and by Captain Vigoreux, of the Royal Engineers. Brigade-Major Evans also mentions the conduct of Captains Powell and Cannon, of the militia artillery, in terms of commendation.

Lieutenant Crowther, of the 41st Regi-



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PLAN OF NIAGARA WITH AN EXPLANATION OF ITS PRESENT STATE.

A—Large stone house, containing twelve rooms with fire places, two without, a large kitchen, two cellars and three rooms. B—Officers' lodgings, with seven fire places, entire out of repair. C—Bakehouse, entire repaired and new shingled. D—Soldiers' barracks, with new berths to contain 112 men, the whole new floored, chimney repaired and new shingled. E—Officers' quarters; two rooms and fire places in good repair. G—Three rooms with fire places and one without. H—Stable. I—Officers' quarters, one large and two small rooms. K—Blacksmith's shop and three small rooms, entire out of repair. L—Church, entire out of repair. M and N—Soldiers' barracks. Q—Provision store house entire, repaired with stone pillars, a cellar to contain the butter and new shingled. R—Two stone redoubts built in 1770 and 1771. S—Landgate. T—Watergate. V—Traders' houses, or lower town. W—King's wood yard. X—Wharf where the vessels unload the provisions. Y—Small wharf for battues, always fitted up. Z—Small block house, formerly a guard house.

Niagara, September 28th, 1773.

opp. 1070





ment, had charge of two three pounders that accompanied the movement of our little corps, and they were employed with very good effect.

Captain Glegg, of the 49th regiment, aide-de-camp to our lamented friend and general, afforded me most essential assistance, and I found the service of Lieutenant Fowler, of the 41st regiment, assistant deputy quarter-master-general, very useful; I derived much aid too from the activity and intelligence of Lieutenant Kerr, of the Glengarry Fencibles, whom I employed in communications with the Indians and other flanking parties.

I was unfortunately deprived of the aid of the experience and ability of Lieutenant-Colonel Myers, deputy quarter-master general, who had been sent up to Fort Erie a few days past on duty, which detained him there.

Lieutenant Colonels Butler and Clark, of the militia, and Captains Hatt, Durand, Rowe, Applegarth, James, Crooks, Cooper, Robert Hamilton, McEwen and Duncan Cameron, and Lieutenants Richardson and Thomas Butler commanding flank companies of the Lincoln and York Militia led their men into action with great spirit. Major Merritt, commanding the Niagara Dragoons, accompanied me and gave me much assistance with part of his corps. Captain A. Hamilton belonging to it was disabled from riding and attached himself to the guns under Captain Holcroft who speaks highly of his activity and usefulness.

I beg leave to add that Volunteers Shaw, Thompson, and Jarvis attached to the flank companies of the 49th Regiment, conducted themselves with great spirit; the first was wounded and the last taken prisoner. I beg leave to recommend these young men to your Excellency's notice. Norton is wounded but not badly. He and the Indians particularly distinguished themselves, and I have very great satisfaction in assuring your Excellency that the spirit and good conduct of his Majesty's troops, of the militia and of the other provincial corps were eminently conspicuous on this occasion.

I have not been able to ascertain yet the number of our troops or of those of the enemy engaged. Ours, I believe, did not exceed the number of the prisoners we have taken, and their advance which effected a landing probably amounted to thirteen or fourteen hundred.

I shall do myself the honor of transmitting to your Excellency further details when I shall have received the several reports of the occurrences which did not pass under my observation with the returns of casualties and those of the killed and wounded and of the ordnance taken.

I have the honor to be, etc.,

R. H. SHEAFFE,

Maj.-Gen., etc.

His Excellency, Sir George Prevost, Bart., etc.

Accompanying this dispatch were the following returns:—

QUEBEC, 1st Dec., 1813.

Return of ordnance and stores captured from the enemy at Queenstown in Upper Canada, by the army under the command of Major-General Brock on the 13th October, 1812, agreeably to Mr. Assistant-Commissary Gordon's return of that date.

Species of stores;

Ordnance: iron, six pounder light, 1; carriage travelling with limber complete, 1; elevating screw, 1; hand spike, traversing, 2; sponges with staves and rammer heads, 2; shot fixed, round, 4, case, 14; port fires, 12; waggon ammunition (tumbril) complete, 1; horse, harness, trace sets, wheel, 2, leader, 2; muskets, French carbine, 435; bayonets, 380; scabbard for bayonets, 141; pouches, with belts, 245; without belts, 80; cartridges, musket, with ball and buckshot, 2,810; with buckshot only, 3,140.

The above is the most satisfactory account I have been able to procure of the ordnance and stores captured on the 13th October, 1812. It appears by what I can learn from Mr. Assistant Commissary Gordon that in the hurry of action he had merely time to ascertain the numbers of the different articles before they were distributed to the artillery and troops for immediate service, which made it impracticable for him afterwards to ascertain with any precision the state thereof.

LARRATT SMITH,

Commissary and Paymaster.

Return of ordnance and stores, etc., captured at Queenstown, Niagara, on the 13th October, 1812.

One six-pounder with tumbrils and horses complete; one stand of colors.

WILLIAM HOLCROFT,

Capt. Royal Artillery.

Fort George, 15th August, 1812.

THOMAS EVANS,

Major of Brigade.

By His Excellency's command.

EDWARD BAYNES,

Adjt.-Gen. N. America.

Return of killed, wounded and prisoners of war in the action at Queenstown, Niagara, on the 13th October, 1812:—

Prisoners of war—1 brigadier-general, 1 major aide de-camp, 5 lieutenant-colonels, 3 majors, 19 captains, 32 lieutenants, 10 ensigns, 1 adjutant, 1 surgeon, 852 non-commissioned officers and privates. Total 925.

Regulars—Officers, 19; non-commissioned officers and privates, 417.

Militia — Officers, 54; non-commissioned officers and privates, 435. Total 925.

Estimated loss of the enemy in officers and men killed and wounded, and in wounded sent over during the engagement, 500; supposed total loss, 1,425; acknowledged force engaged, 1,600.

Total British force engaged—regular and militia, 800; Indians, 200—1,000.

Fort George, 15th October, 1812.

THOMAS EVANS, Major of Brigade.

By his Excellency's command,

EDWARD BAYNES,

Adjutant-General North America.

Return of killed, wounded and missing of the army under the command of Major-General Isaac Brock in an action at Queens-town, Niagara, on the 13th October, 1812:

General staff—2 killed.

Royal Artillery—2 rank and file wounded.

Detachment 41st Regiment—1 sergeant, 1 rank and file killed; 1 sergeant, 9 rank and file wounded.

Flank Companies—8 rank and file killed.

49th Regiment—2 captains, 3 sergeants, 27 rank and file, 1 volunteer wounded; 5 rank and file, 1 volunteer missing.

Lincoln Artillery—1 rank and file wounded.

Lincoln Militia—1 adjutant, 1 sergeant, 12 rank and file wounded; 10 rank and file missing.

York Militia—2 rank and file killed, 1 lieutenant, 1 sergeant, 15 rank and file wounded; 5 rank and file missing.

Total loss—1 major-general, 1 aide-de-camp, 1 sergeant, 9 rank and file line; 2 rank and file, militia, killed; 2 captains, line; 1 adjutant; 1 lieutenant, militia; 4 sergeants, line; 2 sergeants, militia; 2 rank and file, artillery; 1 ditto militia artillery, 36 rank and file, 1 volunteer line; 27 rank and file, militia. Wounded—5 rank and file, 1 volunteer line. Missing—15 rank and file, militia, missing.

General total—2 general staff killed, 1 sergeant, 11 rank and file, 2 captains, 1 lieutenant, 1 adjutant, 6 sergeants, 66 rank and file, 1 volunteer wounded, 20 rank and file, 1 volunteer missing.

Officers killed—Major General Isaac Brock, commanding; Lieut.-Colonel McDonell, Provincial Aide-de-Camp.

Wounded—Captains Dennis and Williams, 49th regiment, Lieut. McLean, York Light Infantry, and Adjutant McIntyre, Lincoln militia; Volunteer Shaw, 49th regiment.

Fort George, 15th October, 1812.

THOMAS EVANS, Major of Brigade.

By His Excellency's command.

EDWARD BAYNES,

Adj.-General North America.

The following official account of the battle

is found in the archives department at Ottawa :—

(From the *Plattsburg Republican*.)

# BRITISH OFFICIAL ACCOUNT

OF THE BATTLE AT QUEENSTOWN.

The following general orders, giving an account of the attack made by the Americans upon the Heights of Queenstown, etc., are from the Montreal *Herald* extra of Oct. 21 :—

ADJUTANT GENERAL'S OFFICE,

Head Quarters, Montreal, Oct. 21.

[GENERAL ORDERS.]

His Excellency the Commander of the Forces, has received an official report from Major General Sheaffe, of the brilliant victory achieved on the 13th instant, by a portion of the troops under his command, over a division of the enemy's army, which effected a landing at Queenstown under cover of the night. That post was nevertheless defended with undaunted gallantry by the two flank companies of the 49th regiment animated by the presence of their gallant and ever to be lamented chief Major-General Brock, whose valuable life was upon this occasion devoted to his country's service.

These companies displayed exemplary discipline and spirit, although the captains of both were wounded, and succeeded in keeping the enemy in check until the arrival of Major-General Sheaffe with re-inforcements.

The disposition of the forces and the plan of attack adopted by Major-General Sheaffe cannot receive a higher or more just praise, than by stating, that nine hundred prisoners of war, under the command of Brigadier-General Wadsworth, surrendered their arms to a force inferior in numbers, and without sustaining any considerable loss on our part.

A six pounder and a stand of colors have been taken from the enemy.

Major-General Sheaffe's report of the zeal and undaunted gallantry that animated every officer and soldier of his army, affords the commander of the forces the most heart-felt satisfaction, and will be a most gratifying duty to his Excellency to bring before the notice of His Royal Highness the Prince Regent.

Lieut.-Col. Myers, Deputy Quartermaster General, was stationed in charge of Fort Erie, and succeeded in completely silencing the fire of the enemy, drove a detachment from the encampment near the Black Rock, destroyed a barrack in which was a considerable deposit of ammunition. Its explosion must have killed many. The Caledonia, lately captured by the enemy, was destroyed at her moorings.



Lieut.-Col. Myers speaks highly of the discipline of the detachment of the 49th Regiment, under Major Ormsby, and of the skill and spirit with which the guns were served under Capt. Kirby and Lieut. Birson of the militia.

Essential service rendered by Brigade Major Evans, left in charge of Fort George; a well directed fire from that work succeeded in silencing the enemy's batteries on the opposite side. Captain Vigoreux, Royal Engineers; Col. Claus and Capts. Powell and Cameron of the militia were zealous and indefatigable in their exertions, particularly in extinguishing fires which broke out in the court house and other places from red hot shot fired by the enemy.

Captains Dennis and Williams of the flank companies of the 49th Regiment have particularly distinguished themselves, the former officer retained the command of his company of grenadiers to the end of the conflict, though suffering severely from his wound.

To Captain Holcroft of the Royal Artillery, the highest praise is due for his successful and judicious co-operation. The well-directed fire of the artillery militia, as well as regulars, is the best proof of the indefatigable zeal and talents of that officer.

Major Merritt, commanding the Niagara Dragoons accompanied and rendered essential assistance with part of his corps. Capt. A. Hamilton, belonging to it, was disabled from riding and attached himself to the guns under Capt. Holcroft, who speaks highly of his activity and usefulness.

Lieutenant Crowther, 41st Regiment, had charge of two field pieces which were employed with good effect.

Captains Derenzy and Bullock are represented to have maintained the high reputation of the 41st regiment in the detachment under their respective commands.

Major General Sheaffe reports having received essential service from Captain Glegg, the aide-de-camp to Major General Brock, Lieut. Fowler, 41st Regiment Deputy Assistant Quarter Master General and Lieut. Ker of the Light Infantry Fencibles, employed with the flanking party of Indians.

The eminent services and talents of Lieut. Col. Macdonnel, Provincial Aide-de-Camp and Attorney-General of the Province are recorded by the most honorable testimony of the gallant General, whose steps he followed during the short but glorious career, nor quitted him in death.

Volunteers Shaw, Thompson and Jarvis, attached to the flank companies of the 49th Regiment, conducted themselves with great spirit. The first was wounded and the last taken prisoner.

The Major-General particularly mentions the services of Lieut.-Cols. Butler and Clark, of the militia, and Capts. Hatt, Du-rand, Rowe, Applegarth, James Crooks, Cooper, Robert Hamilton, McEwan and Duncan Cameron, and Lieuts. Richardson and Thomas Butler, commanding flank companies of the Lincoln and York militia, who led their men into action with great spirit.

The Major-General reports the conduct of the Indians employed on this occasion as meriting the highest praise for the good order and spirit, and particularly names the Chief Norton, who was wounded.

Several gentlemen volunteered their services in the field, and shared in the honor of the day. Mr. Clouch and Mr. Wilcox were of the number, and the Major-General witnessed the zealous conduct of many others not mentioned in his report.

Major-General Sheaffe had humanely consented to a cessation of offensive hostility on the solicitation of Major-General Van Rensselaer, for the purpose of allowing the Americans to remove the bodies of their slain and wounded.

G. O.—Major-General Roger Hale Sheaffe is appointed to the command of the troops in the Upper Province, and to administer the civil government of the same.

EDWARD BAYNES,

Adjutant-General.

After the battle of Queenston an armistice was concluded between General Smyth of the United States army, and General Sheaffe, who upon the death of Brock had become administrator of the Government of the Province and also succeeded to the chief military command. This cessation of hostilities terminated on November 20th, the Americans having notified the British to that effect. The armistice had been granted on the application of General Smyth on October 18th "to continue until thirty hours after notice of its termination."

Three days later General Sheaffe addressed the following dispatch to Sir George Prevost:—

FORT GEORGE, 23rd Nov., 1812.

SIR,—Having formed the resolution of opening a fire on Fort Niagara after the expiration of the armistice, with a view to cripple it for a co-operation in any early projected attack on this flank, and to create a diversion in favor of the other flank, should the designs of the enemy be directed against it, it being reported that his main body was assembled in front of it, preparations were accordingly made for the purpose, and the fire was commenced on the morning of the 21st instant. I had previously set out for the right flank, thinking that my presence might be more required

there, those able officers, Lieut.-Col. Myers and Capt. Halcroft, being here to conduct the operations, assisted by Brigade Major Evans, under whose directions they had been so successful on the 13th October. The report which I have the honor of transmitting, will inform your Excellency of the events of the day. The advantage, though not so great as might reasonably have been expected, is, however, on our side. The old building in front of Fort George that was burnt, intercepted the view of the beach from a commanding position. The damage done to the buildings in the fort can be repaired in two or three days; none of the guns or works have been injured, and we have only to lament the loss of an inhabitant, an old half-pay officer, Captain Fry, who was killed while collecting shot (as he said to send back to the enemy), and of one private of the 49th Regiment. Some of the houses in the town were damaged, particularly two or three of them, but not one was burnt, though it was found that the enemy's shot were in general heated. His expenditure in ammunition must have been very great. His fire having been very quick it was, of course, ill-directed. The number of his shot already collected, and added to our piles, probably exceeds that which was fired by us. The extent of the mischief done by our fire cannot be ascertained, but by the observations made, as noticed in the accompanying report, the damage and loss that the enemy suffered must have far exceeded ours.

In my visit to the other part of the line I observed two large camps, one at Schlessers and the other below Black Rock. The troops appear to have been withdrawn from the former; the other is partly concealed by an island. Their greatest assembly of troops is said to be near Buffalo, and is not visible from any part of our line.

Indications have been discovered of their preparing boats for a movement. I have directed some Indians to be sent on Grand Island secretly to watch their motions. Lieut.-Colonel Bisshopp, whom I find an active and intelligent officer, is at present on that flank, Major-General Shaw, who commanded there, with the rank of colonel in the militia and pay of lieutenant-colonel, having relinquished the command to return to the duties of adjutant-general of militia in which his services were much wanted. The number of militia in the field has considerably increased since the notice was given of the termination of the armistice, but it is partly in consequence of measures that had been previously adopted for calling in absentees. They are very alert in

their several posts, and continue generally to evince the best disposition.

Some old Loyalists who bore arms in the American war have come in though exempt from service in the militia. I retain them for the present, as they are still capable of stationary service, and their lessons and examples will have a happy influence on the youth of the militia ranks.

I have the honor to be Your Excellency's most obedient and most humble servant,

R. H. SHEAFFE,

Major-General Commanding.

To His Excellency Sir George Prevost, Bart, etc., etc., etc.

Lieutenant Colonel Myers so flatteringly referred to in the foregoing document was an officer on the staff, head of the Quartermaster-General's department. He was removed from those duties to take command at Niagara early in August, 1812 by Brock himself who in reporting the appointment to Sir George Prevost, wrote:—"The high sense I entertain of the abilities and judgment of Lieut.-Colonel Myers induced me to appoint him to the important command at Niagara." Captain Holcroft was also a staff officer. Captain Fry belonged to the 8th "King's" Regiment, not the "King's Own," that designation belonged to another battalion of infantry, the 4th, while the 2nd were the "Queen's Own." It is more than probable that the Toronto "Queen's Own Rifles" owe their title to the fact that being the 2nd Regiment in the Canadian Infantry militia, it followed naturally that they should also have the alternative and more honorable title. Lieutenant Colonel Bishop and Major-General Shaw have both been referred to many times previously. The former was inspecting field officer of militia and met his death on the field of action at Black Rock, some months later. Major-General Shaw was Aeneas Shaw who had seen a great deal of service and was one of York's first inhabitants. He died in 1815 and was buried in the graveyard surrounding the Church of St. James in that place.

During the armistice spoken of General Smyth had exerted himself vigorously in preparing boats whereby to invade the upper province near Fort Erie. Christie, in his volume published in 1818, and compiled probably somewhat earlier says the actual landing when it did take place was "at the upper end of Grand Isle, between Fort Erie and Chippawa." General Sheaffe in his dispatch of November 30th, 1812, gives the following account of the affair:—

CHIPPAWA, 30th Nov., 1812 — Sir, I have the honor of reporting to your Excellency that very early in the morn-



ing of the 28th inst. an attack was made on our batteries opposite to Black Rock. They were wrested from us for a time by superior numbers, but Major Ormsby, 49th Regiment, with a body of troops from Fort Erie, having formed a junction with Lieut.-Colonel Bisshopp who had moved up with great celerity from Chippawa, with reinforcements, those of the enemy who had not retired to their own shore, amounting to nearly forty, were made prisoners, with Captain King who had commanded them in the attack.

On receiving information of the attack, I went up having previously ordered a movement of troops to strengthen those posts from which reinforcements had been detached to the right flank. On my arrival there I found the enemy in great force, of which he seemed to make an ostentatious display, some on shore and some in boats, perhaps with the hope of its giving effect to a summons which Lieut. Colonel Bisshopp had received to surrender Fort Erie.

When I approached the ground opposite to Black Rock, several large bodies of the enemy were seen moving downwards. I suspected their intention to be either to advance from the bottom of Squaw Island in aid of a direct attack above it in front of Black Rock, or that a design against this post or some other lower point was in contemplation. I therefore caused some detachments that I had passed on the road to be halted opposite to the foot of Squaw Island, and I remained there till night approached, when I set off for this post. I continue here as being a central situation, in which I can quickly receive intelligence from either extremity of the line.

It appears that in the affair of the 28th the loss on our part, if not the early success of the evening, was chiefly owing to his having been mistaken for friendly succour coming from some neighboring quarter.

Captain Fitzgerald, 49th Regiment, was employed to carry to Black Rock Lieut.-Colonel Bisshopp's answer to the summons he received. He saw Brigadier-General Smyth, who desired him to survey his force. He counted fifty-six large boats with men in them, and there was a great number of troops on shore—in all he thought about five thousand, and he saw six scows with a field piece in each, and horses with every appearance for field movement.

I have not yet received Lieut. Colonel Bisshopp's official report, nor the return of the killed, wounded and missing. I wait for them to despatch an express.

Lieut.-Colonel Bisshopp deserves high

commendation for the spirit and activity he displayed, and great credit is due to the officers and men who acted under his orders.

It was unfortunate for the service that those valuable officers, Lieutenant King, of the Royal Artillery, and Lieut. Lamont, 49th Regiment, were so early disabled, otherwise the most beneficial effects might have been expected from their exertions. I have the honor to be your Excellency's most obedient humble servant,

R. H. SHEAFFE,

Major-General Commanding, etc.

To his Excellency Sir George Prevost, Bart.

The returns following were also furnished by General Sheaffe to Sir George Prevost:

Return of killed, wounded and missing of the following corps of the division of the army serving in Upper Canada under the command of Major-General Sheaffe, in an affair with the enemy on the Niagara frontier on the 21st and 28th November, 1812.

21ST NOVEMBER.

Royal Artillery—1 rank and file wounded.

49th Regiment—1 rank and file killed.

28TH NOVEMBER.

Royal Artillery—1 rank and file killed; 1 lieutenant; 1 rank and file wounded.

49th Regiment—12 rank and file killed; 1 lieutenant, 3 sergeants and 22 rank and file wounded, 3 drummers and 21 rank and file missing.

Militia Artillery—1 sergeant wounded.

Norfolk Militia—1st Regiment—1 sergeant killed, 1 captain, 1 lieutenant and 8 rank and file wounded; 2 rank and file missing.

Norfolk Militia—2nd Regiment—1 rank and file killed, 7 rank and file wounded, 4 rank and file missing.

Oxford Militia—First Regiment—5 rank and file missing.

Total loss—14 rank and file line, 1 sergeant, 1 rank and file, militia killed; 2 lieutenants, 3 sergeants, 24 rank and file line, 1 captain, 1 lieutenant, 1 sergeant and 15 rank and file, militia wounded; 3 drummers and 21 rank and file line, 11 rank and file, militia missing.

General total—1 sergeant and 16 rank and file, killed; 1 captain, 3 lieutenants, 4 sergeants, 39 rank and file, wounded; 3 drummers and 32 rank and file, missing.

Officers wounded—Captain Bostwick, 1st Norfolk militia (slightly); Lieut. King, Royal Artillery (severely and taken prisoner); Lieut. Lamont, 49th Regiment (severely); Lieut. Ryerson, 1st regiment Norfolk militia (severely).

THOMAS EVANS, Major of Brigade.

By his Excellency's command,

EDWARD BAYNES, Adjt.-Gen.

When the news reached England of the repulse of the Americans at Queenston, and of General Sheaffe's victory, achieved after the death of Brock, there was great rejoicing, and very early in December the Secretary of State for War, addressed the following letter to Sir George Prevost:—

DOWNING STREET, 8th Dec., 1812.

To Lieutenant-General Sir Geo. Prevost, Bart, etc., etc., etc.

SIR,—I have had the satisfaction of receiving your despatch, No. 13, and I lost no time in laying before his Royal Highness the Prince Regent intelligence so highly to the credit of his Majesty's arms, and so calculated to secure his Majesty's possessions in North America.

I am commanded by his Royal Highness to beg you will take the earliest opportunity of conveying to M. General Sheaffe his Royal Highness' entire approbation of the distinguished service of that officer on this occasion, and of the zealous exertions and exemplary courage displayed by the officers and troops under his command.

As a testimony of his Royal Highness' sense of Major-General Sheaffe's services, he has been graciously pleased to confer upon him the title of baronet of the United Kingdom.

His Royal Highness is fully aware of the severe loss which his Majesty's service has experienced by the death of Major-General Sir Isaac Brock; this would have been sufficient to have clouded a victory of much greater importance.

His Majesty has lost in him not only an able and meritorious officer, but one who, in the exercise of his functions of Provisional Lieutenant-Governor of the Province, displayed qualities admirably adapted to awe the disloyal, to reconcile the wavering and animate the great mass of the inhabitants against the successive attempts of the enemy to invade the province, in the last of which he unhappily fell, too prodigal of that life of which his eminent services had taught us to understand the value.

His Royal Highness has also been graciously pleased to express his regret at the loss which the province must experience by the death of the Attorney-General, Mr. McDonnell, whose zealous co-operation with Sir Isaac Brock will reflect lasting honor on his memory.

Very soon after the events of November 28th, on the Niagara frontier, winter set in with great severity, and warlike operations were for the time suspended, but the spring of 1813 had not far advanced when warlike operations were resumed.

The following tables show accurately the naval forces on the lakes:—

Comparative statement of the British and American forces upon the lakes, as far as that of the enemy can be ascertained.

Quartermaster General's Office,  
MONTREAL, 13th March, 1813.

#### ON LAKE ERIE.

British—The Queen Charlotte, carrying 12 24-pounder carronades and four long 9-pounder, two in the bow and two in the stern, ship-rigged, 16 guns. The Lady Prevost, 10 12-pound carronades and two long sixes, one in the bow and another in the stern, schooner-rigged, 12 guns. The General Hunter, six long six pounders, six guns. Total 34.

The above are fully equipped and ready for sea. The following are building and may be ready to launch in June.

A ship of 18 guns, which it is proposed to arm with 14 12-pounder carronades and four long nines, in bridle ports in the bow and stern, 18 guns. Two decked gunboats, capable of mounting a long 18-pounder each, two guns. Total building 20 guns.

Total number of guns expected to be mounted in the vessels by the end of June or beginning of July—54

American—The naval force of the enemy, on this lake, was all taken and destroyed last summer, but they have been building, both at Buffalo and Sandusky. It is therefore uncertain what their means may be on the opening of navigation. There is, however, no reason to suppose that they will be enabled to meet us on the lake, as, from all the information we have been enabled to procure, their efforts have been confined to small craft and gunboats, etc.

#### ON LAKE ONTARIO.

British—The Royal George, carrying 20 32-pounder carronades, ship rigged, 20 guns. The Earl of Moira, carrying 10 18-pounder carronades and 4 long sixes, 2 in the bow and 2 in the stern, brig rigged, 14 guns. The Prince Regent, 10 12-pounder carronades and 2 long sixes, 1 in the bow and 1 in the stern, 12 guns. The Gloucester formerly carried 6 6-pounders, (now repaired) cutter rigged, 6 guns; total, 52 guns.

The Royal George and Earl of Moira are at Kingston, and the Regent and Gloucester at York. The above are fully equipped and ready for sea.

The following are building:—The Sir Isaac Brock, building at York, to carry 26 32 pounder carronades and 4 long eighteens, 2 in the bow and 2 in the stern, ship rigged. This vessel should be launched in May; 30 guns. Ship building at Kingston of 22 guns, 18 32-pounder carronades, and 4 long twelves, 2 forward, 2 aft, ship rigged, 22 guns. Schooner building at Kingston to carry 10 18-pounder carronades and 4 long



nines, 2 forward and 2 aft. The ship will be launched the 15th April, and the schooner about the middle of May, 14 guns; total building 66 guns.

Total number of guns expected to be mounted in the vessels as soon as the ordnance arrives and can be got up, probably by the end of June, 118 guns.

American—The ship *Maddison*, carrying 26 32-pounder carronades, 26 guns. The brig *Oneida*, 16 24-pounder carronades, 16 guns. A new vessel building of the class of the *Oneida* (it is supposed) 16 guns. Six or eight armed craft carrying either one heavy gun or two or three of a lighter calibre each, say eight vessels, mounting 2 32-pounder long guns, 2 24 pounders long guns, 10 12-pounder long guns 14 guns. Total American guns, 72.

A. GREY,

Acting Dep. Q'r. M'r. General.

On April 27th, 1813, as told elsewhere, the town of York was captured by the Americans. The terms of the capitulation and a fac simile of the document have appeared in an earlier chapter. After the evacuation of the town by the Americans Major Allan of the 3rd York militia, addressed the following plainspoken epistle to Sir Roger Sheaffe. That gallant officer is credited with having had a very bad temper, and with being also of a very tyrannical disposition. It is not at all probable that Major Allan's letter soothed him in any way for his recent rebuff.

YORK, 2nd May, 1813.

Sir,—In obediences to your orders at the moment of retreating at 3 o'clock p.m. 27th ult., Lieut.-Col. Chewett and myself, accompanied by the Rev. Dr. Strachan, entered into terms of capitulation with the commander of the enemy's forces (of which the enclosed is a copy.) Various difficulties were thrown in the way of its final adjustment from the destruction of the ship and naval stores, supposed to have been commanded by you subsequent to your orders to capitulate.

They were not ratified by General Dearborn till next afternoon, during which period the inhabitants were exposed to every sort of insult and depredation.

But as matters were very little mended by the ratification, it is presumed that these depredations happened more from the insubordination of the men than the wish of the officers.

It is proper to observe to you, sir, that the protection of private property was construed not to extend to your baggage, having been abandoned by you. It is accordingly taken from the place of its deposit.

After carrying off all the public stores and

burning all the public buildings, the troops are now embarking, but are all ignorant of their destination.

Few houses in town escaped a minute search by two or three different parties, under pretence of looking for public property. Many have been pillaged, and some have had everything taken from them and threatened with the loss of their lives.

We have now nearly forty wounded men to take care of, some very badly, and several amputations must take place. We have no medical assistance for them, the surgeons having retreated along with the troops.

I have the honor to be, sir,

Your most obedient servant,

W. ALLAN,

Major 3rd Reg. York Militia.

To Sir Roger Hale Sheaffe, commanding the forces at Kingston.

On May 5th Sir Roger Sheaffe having reached Kingston after his retreat from York, sent the following official account of the matter to Sir George Prevost;—

KINGSTON, May 5, 1813.

SIR,—I did myself the honor of writing to Your Excellency on my route from York, to communicate the mortifying intelligence that the enemy had obtained possession of that place on the 27th of April.

I shall now give Your Excellency a further detail of that event.

In the evening of the 26th information was received that many vessels had been seen to the eastward. Very early the next morning they were discovered lying to, not far from the harbor. After some time had elapsed they made sail, and, to the number of sixteen of various descriptions, anchored off the shore, some distance to the westward; boats full of troops were immediately seen assembling near their commodore's ship, under cover of whose fire and that of other vessels, and aided by the wind they soon effected a landing in spite of a spirited opposition from Major Givens, and about 40 Indians; a company of Glengarry Light Infantry which had been ordered to support them, was by some mistake, (not in the smallest degree imputable to its commander) led in another direction, and came late into action; the other troops, consisting of two companies of the 8th or King's Regiment and about a company of the Royal Newfoundland Regiment, with some militia, encountered the enemy in a thick wood.

Captain McNeal of the King's Regiment was killed while gallantly leading his company, which suffered severely; the troops at length fell back; they rallied several times, but could not maintain the contest against the greatly superior and increasing number of the enemy. They retired under

cover of our batteries which were engaged with some of the enemy's vessels, that had moved higher up the harbor.

They kept up a heavy fire on us, some of their guns being thirty two pounders; to return it we had two twelve pounders and two old condemned eighteen pounders without trunions, and during part of the time, a twelve pounder of the same description, which we had stocked and mounted; with these defective means the enemy was kept at bay for some time, when, by some unfortunate accident, the magazine at the Western Battery blew up, and killed and wounded a considerable number of men, and crippled the battery.

It became too evident that our numbers and means of defence were inadequate to the task of maintaining possession of York against the vast superiority of force brought against it. The troops were withdrawn towards the town, and were finally ordered to retreat on the road to Kingston. The powder magazine was blown up, and the new ship and the naval stores destroyed.

Lieut.-Colonel Chewett and Major Allan, of the militia, residents in the town, were instructed to treat with the American commanders for terms.

A statement of those agreed on with Major-General Dearborn and Commodore Chauncey is transmitted to your Excellency with returns of the killed and wounded, etc.

The accounts of the number of the enemy vary from eighteen hundred and ninety to three thousand. We had about six hundred, including militia and dockyard men. The quality of some of these troops was of so superior a description, and their general disposition so good, that under less unfavorable circumstances I should have felt confident of success, in spite of the disparity of numbers. As it was, the contest, which commenced between six and seven o'clock, was maintained nearly eight hours.

When we had proceeded some miles from York we met the light company of the King's Regiment on its route for Fort George. It retired with us and covered the retreat, which was effected without molestation from the enemy.

I propose remaining here until I shall receive Your Excellency's commands.

I have the honor to be, with great respect, Your Excellency's most obedient and humble servant,

R. H. SHEAFFE, Maj.-Gen.

H. E. Sir George Prevost, Bart.

The following letter was also sent to Sir George Prevost. It does not require any comment;

KINGSTON, U. Canada, 13th May, 1813.

MY LORD,—I regret to have to state to your

Lordship that the money in the Provincial Treasury fell into the enemy's hands when he obtained possession of York—it had been concealed, but the enemy threatened to destroy the town unless it were produced. It was given up. I do not know the exact amount, but from the best information I had been able to obtain it was about two thousand pounds. Mr. Selby was at the time in a state of insensibility from the illness which soon afterwards proved fatal to him. I have the honor to be, My Lord, with great respect, your Lordship's most obedient humble servant,

R. H. SHEAFFE, M. General, President, &c. Earl Bathurst, &c., &c.

This despatch of General Sheaffe Sir George Prevost forwarded several days later to Earl Bathurst, the Secretary of State for War, together with a list of the killed and wounded at a capture of York. It will be seen from Sir George's letter that he did not write at all enthusiastically and that he evidently felt himself to be in a very awkward position. But the letter will speak for itself:—

HEADQUARTERS, Kingston, U. C., 18th May, 1813

MY LORD,—I have the honor of transmitting to your Lordship copy of a dispatch which I have received from Major-General Sir Roger Sheaffe, containing the particulars of an attack made by the land forces and the flotilla of the enemy upon York in Upper Canada on the 27th ultimo. When your Lordship adverts to the small proportion of regular force as yet at my disposal and is informed that the United States have acquired a decided superiority on Lake Ontario, in consequence of their exertions during the last six months to increase their marine, most particularly on that lake, whilst I have been unable to obtain from Admiral Sir John Warren a timely reinforcement of seamen with the naval officers, who were sent by him through the forests of New Brunswick to Quebec, where they arrived on the 20th of last month, I hope your Lordship will feel disposed favorably to represent to His Royal Highness the Prince Regent the gallant efforts made by a handful of British troops for the preservation of the post they had to defend against the numerous force brought for its conquest.

The enemy left York on the 8th inst. and proceeded to Niagara where I understand they landed on the American side of the lake 1,200 men, under General Dearborn, for the purpose of then gathering their army on that line and probably with a view to make a further attempt upon Fort Erie or Fort George. The flotilla afterwards re-



turned to Sackett's Harbor where I find from a flag of truce which came over the day before yesterday they remained on the 14th.

From the information I have received from an officer of the Lake Marine taken at York, and sent over in the flag of truce I find the enemy's force at Sackett's Harbor amounts to near 5,000 men, and that they were making preparations for another expedition, but to what point the attack was to be directed I have not been able to ascertain.

I have the honor to be, my Lord, your Lordship's most obedient humble servant,  
GEORGE PREVOST.

The Right Honorable the Earl of Bathurst.

Return of killed, wounded, prisoners and missing of the troops engaged at York under the command of Sir Roger Hale Sheaffe, on the 27th ulto., Kingston, 10th May, 1813:

Royal Artillery—Killed, 3 gunners; wounded and prisoners, 1 drummer; prisoners, 1 bombardier, 3 gunners; missing, 1 gunner. Total—1 bombardier, 7 gunners, 1 drummer.

8th, or King's Regiment—Killed, 1 captain 1 sergeant-major, 3 sergeants, 40 rank and file; wounded, 2 sergeants, 21 rank and file; wounded and prisoners, 1 sergeant, 25 rank and file; prisoners, 2 rank and file; missing, 1 rank and file. Total—1 captain, 1 sergeant-major, 6 sergeants, 89 rank and file.

Newfoundland Regiment—Killed, 1 sergeant, 1 drummer, 10 rank and file; wounded, 1 drummer, 6 rank and file; wounded and prisoners, 1 lieutenant, 3 sergeants, 1 drummer, 8 rank and file; prisoners, 2 rank and file; missing, 2 rank and file. Total—1 lieutenant, 4 sergeants, 3 drummers, 28 rank and file.

Glengarry Light Infantry—Killed, 2 rank and file; wounded, 1 ensign, 3 rank and file; missing, 3 rank and file. Total—1 ensign, 8 rank and file.

49th Regiment—Wounded and prisoners, 3 rank and file; Prisoners 2 rank and file. (These men were in the hospital at the time of the action.) Total—5 rank and file.

Return of killed, wounded, prisoners and missing—Killed, 1 captain, 1 sergeant-major, 4 sergeants, 1 drummer, 52 rank and file, 3 gunners; wounded—1 ensign, 2 sergeants, 1 drummer, 30 rank and file; wounded and prisoners—1 lieutenant, 4 sergeants, 1 drummer, 36 rank and file, 1 driver; prisoners—6 rank and file, 1 bombardier, 3 gunners; Missing—6 rank and file, 1 gunner. Total—1 Captain, 1 lieutenant, 1 ensign, 1 sergeant-major, 10 sergeants, 3 drummers, 130 rank and file, 1 bombardier, 7 gunners, 1 driver.

Officers killed—Capt. Neal McNeal, 8th or King's regiment; officers wounded—

Lieutenant De Koven, Royal Newfoundland Regiment; prisoner—officer Ensign Robins, Glengarry Light Infantry, slightly; general staff wounded—Capt. Loung, 104th regiment, slightly; Incorporated Militia—Capt. Jarvis, wounded, volunteers, D. MacLean, clerk of House of Assembly, killed, Mr. Hadeney, Barrack Master, wounded.

RICHARD LEONARD,

A Deputy-Assistant Adjutant-General.

EDWARD BAYNES,

Adj.-General,

North America.

Endorsed. Return of killed, wounded and prisoners and missing of the troops engaged at York under the command of Sir Roger H. Sheaffe, on the 27th ulto.

Kingston, 10th May, 1813.

LT.-GEN. SIR G. PREVOST.

No. 60, 18th May, 1813.

On June 6th, 1813 was fought what is known as the battle of Stoney Creek when when it had been the desire of the invaders and their boast that that they would accomplish their purpose, which was to make prisoners of the whole of the British forces and at once bring to a close hostilities on the northwest frontier. On May 8th previously an attack had been made by Commodore Chauncey of the United States navy on Niagara which the British were unable to resist owing, it is said, to the overwhelming numbers of the attacking forces. After spiking the guns and destroying the magazines, the British forces retreated toward Burlington. The loss of the British on this occasion both regulars and militia amounted it is stated to nearly three hundred and fifty killed, and many more wounded. The loss of the Americans was about two hundred. Colonel Vincent, commanding the 49th Regiment, acting for the time as Brigadier-General, was in command, and on the evening of June 5th, he found that the American forces, numbering 3,500 infantry and about 300 cavalry, were encamped at Stoney Creek, some nine miles from his own headquarters.

Vincent determined to attack them at once. The action commenced between one and two o'clock on the morning of June 6th. The following is an account given by an eye witness:—

"Immediately the quarter guard of the enemy was surprised and taken, and the assailants rushed into the camp, where all was in apparent security. But such a scene of carnage commenced, the huzzas of the besiegers, the yells of the Indians, led on by Captain Brant, the clashing of bayonets, and above all, the thunder of the cannon and musketry, rendered it truly appalling."

After the action Colonel Vincent again resumed his old position on Burlington Heights. On this occasion two general officers and one hundred and fifty officers N. C. O., and men of the American forces became prisoners of war.

Sir George Prevost in his despatch to Earl Bathurst thus related the story:—

KINGSTON, Upper Canada,

14th June, 1813

MY LORD,—I have again the high gratification of having to transmit to your Lordship the particulars of a feat of distinguished valor and enterprize achieved near Burlington Bay on the 6th instant by a division of the army commanded by Col. Vincent, of the 49th regiment, who is acting as Brigadier-General in Upper Canada, until His Royal Highness the Prince Regent's pleasure is known.

To the just measure of praise given by Col. Vincent to Lieut.-Col. Harvey for the zeal, intelligence and gallantry displayed by him on this occasion. I have to add that so great was the desire of that meritorious officer to arrive at his post, and share in the arduous duties of the army to which he had been appointed, that he walked on snow shoes in the depth of last winter through the wilds laying between the Canadas and New Brunswick. In addition to Col. Vincent's report of the affair at Stoney Creek, I have the honor to inform your Lordship that the enemy made a movement to their rear in consequence of the attack of their camp, and had retired to the 40 mile creek when Sir James Yeo's flotilla had appeared in the offing.

The Commodore after communicating with Col. Vincent proceeded with the reinforcement of troops I had put on board his vessel at Kingston towards the enemy's second camp, and when the last intelligence left him his squadron had so successfully cannonaded it that the mass of the Americans were retreating with precipitation, and our troops pressing upon them; several of their boats had fallen into our possession. The attack made upon Sackett's Harbor, the 20th ult., which terminated in the destruction of the naval stores accumulated at that post, induced the enemy's fleet to cease operating with the army, and to return suddenly into port, since which time Commodore Chauncey has not ventured upon the lake.

Capt. McDonal, my aide de camp, will have the honor of delivering to your Lordship this dispatch. He is an officer of great merit and intelligence, and having been sent forward with instructions to Col. Vincent, had the good fortune to be present in the last action in which that division of the army so highly distinguished itself. He was also

at the attack made on Sackett's Harbour, and was employed on an arduous mission to Col. Proctor, when the movement of the American army under General Harrison towards the Detroit frontier took place in February last. He is therefore well qualified to give your Lordship any information you may require respecting the state of affairs in the Canadas, and deserving of any mark of favor it may graciously please his Royal Highness the Prince Regent to confer on him.

Captain McDonal will also have the honor of delivering to your Lordship the colors taken from the enemy at Ogdensburg that they may be laid at the feet of his Royal Highness the Prince Regent.

I have the honor to be my Lord your Lordship's most obedient and humble servant,

GEORGE PROVOST.

To Right Hon. Earl Bathurst.

A short time elapsed and then occurred one of the most gallant actions of the whole war, when Lieut. James Fitz-Gibbon, with a mere handful of men, succeeded in making prisoners of a vastly superior American force. But gallantly as Fitz-Gibbon undoubtedly acted it is much to be regretted that in his despatch (which is given in full) he did not then and there acknowledge by name his indebtedness to that famous heroine, Laura Secord. It will be as well to let that intrepid woman tell her own story. It is contained in the following letter:—

"DEAR SIR,—I will tell you the story in a few words:

"After going to St David's and the recovery of Mr. Secord, we returned again to Queenston where my courage again was much tried. It was there I gained the secret plan laid to secure Captain Fitz-Gibbon and his party. I was determined if possible to save them. I had much difficulty in getting through the American guards. They were ten miles out in the country. When I came to a field belonging to Mr. De Con, in the neighborhood of the Beaver Dams, I then had walked nineteen miles. By that time daylight had left me. I yet had a swift stream of water (Twelve mile Creek) to cross over on an old fallen tree and to climb a high hill which fatigued me very much.

"Before I arrived at the encampment of the Indians as I approached they all arose with one of their war yells, which indeed awed me. You may imagine what my feelings were to behold so many savages. With forced courage I went to one of the chiefs, told him I had great news for his commander, and that he must take me to him or they would all be lost. He did not understand me, but said "Woman, what does Woman want



here?" The scene by moonlight to some might have been grand, but to a weak woman certainly terrifying. With difficulty I got one of the chiefs to go with me to their commander. With the intelligence I gave him he formed his plans and saved his country. I have ever found the brave and noble Col. Fitz Gibbon a friend to me. May he prosper in the world to come as he has in this.

Laura Secord,

CHIPPEWA, U. C., Feb. 18th 1861.

A more unselfish letter was never penned and probably few more disinterestedly unselfish women have ever existed than this humble heroine. "This noble minded and heroic woman," as she has been aptly described by one of the most accomplished of her biographers, passed away into the shadows of the Great Unknown on October 17th, 1868, in the 94th year of her age, and lies buried in the little churchyard of Drummondville.

"And time shall twine her wreath of bays  
Immortal as her fame,  
And many a generation joy  
In Laura Secord's name."

—*Ballad of 1812 by S.A.C.*

The following official dispatches have already been referred to; the first is from Lieut.-Col. Bishopp:—

BEAVER DAM, June 24th, 1813.

SIR,—I have the honor to inform you that the troops you have done me the honor to place under my command have succeeded this day in taking prisoners a detachment of the United States Army, under the command of Lieut.-Col. Boerstler.

In this affair the Indian warriors under the command of Captain Kerr were the only force actually engaged. To them great merit is due, and to them I feel particularly obliged for their gallant conduct on this occasion.

On the appearance of the detachment of the 49th Regiment, under Lieut. Fitzgibbon, and the light company of the 8th or King's Regiment, the two flank companies of the 104th, under Major De Haren, and the Provincial Cavalry, under Captain Neall, the whole surrendered to his Majesty's troops.

To the conduct of Lieut. Fitzgibbon, through whose address the capitulation was entered into, may be attributed the surrender of the American force.

To Major De Haren for his speedy movement to the point of attack and execution of the arrangements I had previously made with him, I am very much obliged.

I have the honor to enclose the capitulation entered into between Colonel Boerstler and myself and a return of prisoners taken exclusive of wounded, not yet ascertained. I lost no time in forwarding my Staff-

Adjutant Lieut. Barnard to communicate to you this intelligence. He has been particularly active and useful to me on all occasions. I take this opportunity of mentioning him to you and beg the favor of you to recommend him to his Excellency Sir George Prevost, as an active and promising young officer.

I have the honor to be, Sir,

Your most obedient servant,

Cecil Bishopp,

Lieut.-Col. Com'g Troops.

Brigadier-General Vincent.

Then follows a despatch from Lieut. Fitzgibbon.

TOWNSHIP OF LOUTH,

24th JUNE, 1813.

SIR,—At De Cours this morning, about 7 o'clock, I received information that about one thousand of the enemy with two guns, were advancing toward me from St. Davids. I soon after heard a firing of cannon and musquetry and in consequence rode in advance two miles on the St. David's road. I observed by the firing that the enemy was moving for the road on the mountain. I sent off Cornet McKenny to order out my detachment of the 49th, consisting of a subaltern and 46 rank and file, and closed upon the enemy to reconnoitre. I discovered him on the Mountain road, and took a position on an eminence to the right of it. My men arrived and pushed on in his front to cut off his retreat, under a fire from his guns, which, however, did no execution.

After examining his position, I found it difficult to approach him, there being no wood in front or on the flanks to cover the Indians, and his force, apparently 600, I could not approach. I was here informed he expected reinforcements. I, therefore, decided on summoning him to surrender. After the exchange of several propositions between Lieut.-Col. Boerstler and myself, in the name of Lieut.-Col. De Haren, Lieut.-Col. Boerstler agreed to surrender on the terms stated in the articles of capitulation. On my return to my men to send on an officer to superintend the details of the surrender, you arrived. I have the honor to be sir,

Your obedient, humble servant,

J. FITZGIBBON,

Lieut. 49th Regt.

Major De Haren.

Next we have the terms of capitulation and return of prisoners.

24th June, 1813.

Particulars of the capitulation made between Captain McBowell on the part of Lieut.-Col. Boerstler, of the United States army and Major De Haren, of his Britannic Majesty's Canadian Regiment, on the part of

Lieut.-Col. Bishopp, commanding the advance of the British, respecting the force under the command of Lieut.-Col. Boerstler.

First.—That Lieut.-Col. Boerstler and the force under his command shall surrender prisoners of war.

Second.—That the officers shall retain their arms, horses and baggage.

Third.—That that the non-commissioned officers and soldiers shall lay down their arms at the head of the British column, and become prisoners of war.

Fourth.—That the militia and volunteers with Lieut. Col. Boerstler shall be permitted to return to the United States on parole.

ANDREW McDOWELL.

Capt. U. S. Lt. Artillery.

Handed to P. S. Boerstler, Lt.-Col. Comd'g. Detach't. U. S. Army.

P. V. DEHAREN,

Major Canadian Reg't.

Return of American prisoners taken near Fort George on 24th June, 1813.

Light Dragoons—1 cornet, 1 sergeant, 19 rank and file; two field pieces taken. Light Artillery—1 captain, 1 lieutenant, 2 sergeants, 31 rank and file. 6th Regt. Infantry—11 captain, 1 lieutenant, 3 sergeants, 54 rank and file; 1 12-pounder, 1 6-pounder. 14th Regt. Infantry—1 lieutenant-colonel, 3 captains, 11 lieutenants, 1 surgeon, 15 sergeants, 301 rank and file; 2 cars, stand of colors of the 14th U.S. Regiment. 20th Regt. Infantry—1 Major. 23rd Regiment Infantry—1 captain, 4 sergeants, 2 drummers, 57 rank and file. Total—1 lieutenant-colonel, 1 major, 6 captains, 13 lieutenants, 1 cornet, 1 surgeon, 25 sergeants, 2 drummers, 462 rank and file. 30 militia released on parole not included in this return.

Officers' names and ranks:—Lt.-Colonel Boerstler, 14th Regiment Infantry; Major Taylor, 20th Regiment Infantry. Captains: McDowell, Light Artillery; McKerrsey, 6th Regiment Infantry; McKenzie, 14th Regiment Infantry; Cummins, 14th Regiment Infantry; Fleming, 14th Regiment Infantry; Roach, 23rd Regiment Infantry; Lieutenants: Morris, Light Artillery; Shell, 6th Infantry; Saunders, Arnell, Kearney, Marshall, Waring, Mudd, Murdoch, Goodwin, Clarke, Robinson, Bundall, 14th Infantry; Commander Bird, Light Dragoons; Surgeon Young, 14th Infantry. The loss of the enemy supposed to be about 100 in killed and wounded.

EDWARD BAYNES,

Adj.-General.

Lastly is this letter from Colonel Vincent.

FORTY MILE CREEK, 25th June, 1813.

SIR,—I have the honor of transmitting to

your Excellency a report I received from Lieut.-Col. Bishopp, commanding the troops in advance, of the success of a skirmish with a strong detachment of cavalry and infantry advancing with two field pieces.

To the vigilance of Lieut.-Col. Bishopp I feel much indebted, and beg leave to refer your Excellency to his report of the conduct of the officers and men under his command, which is deserving every commendation. I cannot but particularize that of Lieut. Fitzgibbon of the 49th regiment, commanding a small reconnoitring party—co-operating with the Indians, through whose address in entering into the capitulation, Your Excellency will perceive by Lieut.-Col. Bishopp's report, that the surrender of the American detachment is to be attributed.

I beg leave to recommend this officer to Your Excellency's protection.

I have the honor to be, Sir,

Your obedient humble servant,

JOHN VINCENT, Col

His Excellency Sir Geo Prevost, etc., etc.

After the battle of Stoney Creek the American army were seized with panic and retreated in disorder and confusion towards Fort George. There was neither discipline nor subordination. Officers instead of rallying their men, seized upon horses wherever they could find them, and in many cases omitted the small preliminary, generally considered an essential, to pay for the forcibly requisitioned animals. The men were left to look after themselves. They in many cases threw away their arms and accoutrements, and in detached, straggling parties made their way towards their headquarters, being indebted in many cases to the very people whose houses they had pillaged but a few days previously for the means of sustenance.

On July 3rd Sir George Prevost, having in his possession the despatches that have already appeared, sent the following official account to Earl Bathurst:—

HEADQUARTERS,

King-ton, Upper Canada, 3rd July, 1813.

MY LORD,—I have the honor to transmit to your Lordship copies of letters from Col. Vincent and Lieutenant-Col. Bishopp and of the papers accompanying them, containing the highly gratifying intelligence of the capture on the 24th ulto of a body of the enemy's forces, consisting of two field officers, twenty-one other officers of different ranks, twenty-seven non-commissioned officers and four hundred and sixty-two privates, together with a stand of colors and two field pieces.

The details of this gallant affair, which reflects so much credit on our Indian allies,



as well as upon Lieut. Fitzgibbon, for the promptitude and decision with which he availed himself of the impression their attack had made upon the enemy, will, I have no doubt, be read by your Lordship with great satisfaction, and afford a decided proof of the want of perseverance in the American army.

Since the surprise of the enemy's camp at Stoney Creek on the 6th ulto and their subsequent retreat from the Forty Mile Creek, in which almost the whole of their camp equipage, together with a quantity of stores and provisions, fell into our hands, Major-General Dearborn has withdrawn the troops from Fort Erie, and has concentrated his forces at Fort George. Col. Vincent has, in consequence, made a forward movement from the head of the lake in order to support the light infantry and Indian warriors who are employed in circumscribing the enemy, so as to compel them to make use of their own resources for the maintenance of their army.

Major-General de Rottenburg has assumed the command of the Centre Division of the Army of Upper Canada. After the squadron under Commodore Sir James Yeo had shewn itself off the 40 mile creek, which principally determined the enemy to retreat from that position, it was very successfully employed in interrupting and cutting off their supplies going from the Genesee river, and their other settlements upon the Southern shore of the lake. Five small vessels with provisions, clothing and other articles were taken and several loaded boats were captured and some destroyed. During the cruise Sir James had an opportunity of ascertaining that at Oswego the enemy were constructing a large floating battery according to Mons. D'Arcon's plan of admitting the circulation of water throughout, for the purpose of aiding in an attack upon this place and for the destruction of our dockyard. Against any attempt of this nature all proper precautions are taking.

The force at Sackett's Harbor, from which place the attack is threatened, amounts to about 4,000 men.

Commodore Chauncey, with his squadron, is still in port there. A bold and well conceived plan of surprising a part of it, was lately defeated by the desertion to the enemy of two men of the Newfoundland regiment.

Sir James Yeo, with about 450 sailors and nearly 250 of the Royals and 100th Regiments, had been enabled to get within ten miles of the enemy unperceived, and to lay concealed in the woods for twenty-four hours intending

to commence the attack the following night, the success of which seemed highly probable, but it evidently appearing by the movements of the enemy that they had taken the alarm, the expedition was reluctantly abandoned, and the boats returned in safety with the party to Kingston yesterday morning, the whole of Commodore Chauncey's squadron having got under way to attempt intercepting them.

I have just had the satisfaction of learning that the 13th Regiment arrived at Quebec from Halifax the 28th ult.

I have the honor to be, my Lord, your Lordship's most obedient, humble servant,

GEORGE PREVOST.

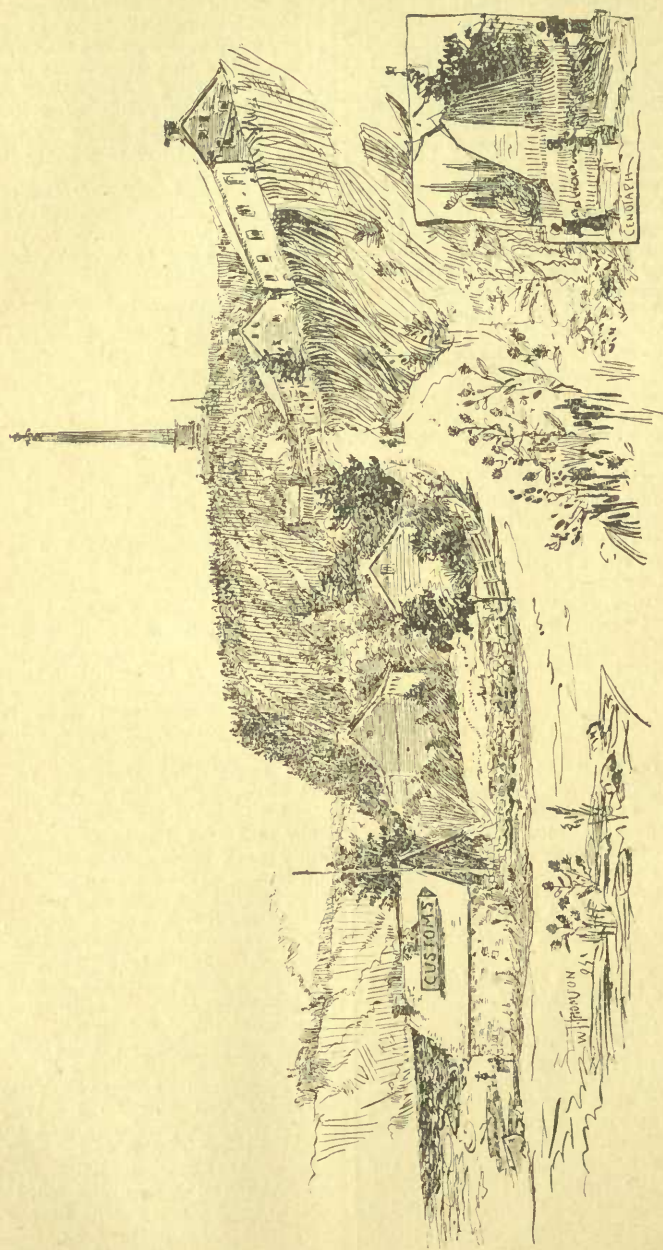
The Honorable Earl Bathurst.

About the end of July, the American fleet having been greatly strengthened on Lake Ontario, Commodore Chauncey with a large body of artillery and also a considerable number of infantry, all under Colonel Scott's command, sailed for the head of the lake with the intention of capturing the stores there collected at Burlington Heights, and only defended by a small body of troops under Major Maule.

This design reached the ears of the Adjutant-General, who at once ordered Lieut.-Col. Battersby, commanding the Glengarry Fencibles, who was then at York, to proceed with his men to Burlington Heights to relieve the garrison. By a forced march Battersby succeeded in reaching the camp in time, and the Americans finding the British ready to receive them, and possibly deeming discretion the better part of valor, did not attack them.

But Commodore Chauncey found other work to do. Knowing that York was undefended owing to the absence of Col. Battersby at Burlington, he made sail for the former place, where he arrived on July 31st, landed without encountering any opposition, and at once burnt the barracks and public store-rooms, took possession of what fur stores were in the place, and at once re-embarked and sailed for Niagara.

The army which held the Michigan territory was under command of General Proctor, and was dependent for its supplies on free water communication on Lake Erie. This, though, by the total defeat of the British naval force on that lake in the early part of September was now no longer possible, and General Proctor determined to retreat along the River Thames to the head of Lake Ontario. On September 26th, Fort Sandwich and Detroit were evacuated, the public stores at these places having first been destroyed. He was pursued by General Harrison and a large body of Americans, who succeeded in coming up with him on October



BROCK'S MONUMENT.



4th, and in capturing his rear guard and the whole of their stores and ammunition General Proctor thereupon determined to make a stand and engage his foe. He drew up his forces at a small Indian village known as Moravian Town and a battle took place which resulted in the complete defeat of the British with a loss of twelve killed and twenty-two wounded. Thirty-three Indians were also among the slain, among them the gallant warrior Tecumseh who was "not less celebrated for his humanity, a virtue little known among Indians in a state of war, than by his bravery, his eloquence, and his influence among our Indian allies."

The following is a complete return of the killed, wounded and missing in the engagement of October 5th, 1813.

Killed 12, wounded 22, missing and prisoners, field officers 1, captains 6, lieutenants 15, ensigns 3, assistant surgeons 3, sergeants 23, drummers 13, rank and file 790.

Besides these there were five staff officers taken prisoners.

It is almost unnecessary to add that this great reverse caused much recrimination and Gen. Proctor was most severely censured and not undeservedly so.

But despite these reverses the British still retained their possession of Michillimackinac and though General Harrison intended to attack it, he did not carry his intention into effect. For one reason the season was too far advanced and for another, Harrison probably entertained the belief that the garrison would, from want of provisions or their inability to procure other necessary supplies, fall off itself.

It is now necessary to go back for a brief period in the campaign and follow the career of Lieutenant Colonel Bishopp. On July 11 this officer, with the approbation of the General in command, put into execution an enterprise that he had previously suggested. This was to make an attack from Niagara on the American forces at Black Rock. His party numbered about two hundred and fifty men, and was made up of men from the 8th, 41st and 49th regiments and a few of the Canadian militia. Crossing the river they succeeded in surprising the enemy at Black Rock, and not only burnt the block-house but the barracks, stores, the dock yard, and a vessel that was in course of construction. But on returning to their boats the Americans having been reinforced opened a heavy fire upon them which compelled them to embark somewhat precipitately, so that confusion obtained in their ranks. No less than thirteen were killed and several wounded, among the latter Lieutenant - Colonel Bishopp, who

very soon afterwards died from the effects. This was a great loss to the British as Colonel Bishopp was a most popular officer.

Several field pieces, two hundred muskets and a great quantity of stores were captured on this occasion.

Lieutenant-Colonel Bishopp was buried at Niagara Falls and a handsome tomb marks the spot where he sleeps. He was the only son of Sir Cecil Bishopp, baronet, and was born in 1783, being only a little more than thirty years of age at the time of his death.

In the English village of Parham, in its lovely parish church, is a tablet to his memory which, after recounting who and what he was, has this epitaph:—

"His pillow, not of sturdy oak;  
His shroud, a soldiers simple cloak;  
His dirge will sound till time's no more;  
Niagara's loud and solemn roar,—  
There Cecil lies—say, where the grave,  
More worthy of a Briton brave."

There were three other battles fought on Canadian Ground which especially merit description those of Chateauguay, Chrysler's Farm and Lundy's Lane.

The first of these may be safely taken as the turning point of the war in favor of the British. The whole of western Canada with the exception of Mackinac was now in the hands of the Americans. They had recaptured Michigan and the battle of Moravian Town had given them complete ascendancy, so the American Government now thought that their time had come to conquer Lower Canada also and thus obtain the object of their ambition which was the complete conquest of Canada. "L'homme propose mais Dieu dispose." It was not to be.

On September 20th General Hampton began his march and after having taken by surprise and overcome a Canadian outpost stationed at Odelltown proceeded on the road towards L'Acadie. A swamp which extended for nearly fifteen miles had to be traversed before the open country was reached. The Canadian officer in command of the militia stationed at Chateauguay had done all he could to make this road impassable, trees had been cut down and thrown across it while every here and there it was intersected with ditches. Hampton was now making a direct march towards the head of the Chateauguay river, and Colonel De Salaberry learning the road he intended to take in his advance, strongly entrenched himself on the left of the river at a point about six miles from the confluence of the former with the English river. On September 22nd, the Americans, under General Izard, forced one of

the Canadian outposts at the place where the rivers Outaite and Chateaugay met and on the same day the main body of the American troops arrived. It was General Hampton's plan to attack De Salaberry's position both in front and rear, but that portion of his forces who were to have attacked in the rear lost their way and the plan fell through.

On September 26th, Hampton arrived in front, and the action commenced. So as to deceive the Americans, says a writer, who gives a most graphic account of this affair, "the greatest possible noise was made, purposely, by buglers stationed here and there in the wings, the centre and the rear of the Canadian forces. As some of the skirmishers retreated, the enemy moved forward. Again the Canadian buglers sounded the advance.

\* \* \*—as if 20,000 men were being marshalled for the fight." Again and again the Americans bravely advanced and were as often repulsed, till at last entirely losing heart, they retreated from the field. Five regiments of Canadian militia took part in this engagement, and so highly were their services appreciated that each of them was presented with a stand of colors. Honors were showered upon De Salaberry, and the fame of his exploit was on every one's lips. Later he retired from military service and was called to the Legislative Council in 1818. He died at Chamblé, February 26th, 1829.

On November 11th, 1813, was fought the battle of Chrysler's farm, the British forces engaged being the flank companies of the 49th Regiment, a detachment of a Canadian regiment and Voltigeurs, three companies of the 89th, with one gun and some Indians, in all about 800 men. These were attacked by an American force of nearly 4,000, who embraced among their numbers a strong body of cavalry. But the superior discipline of the British troops proved too much for the Americans, even aided as they were by their overwhelming numbers. After terrible loss they gave up the contest and retreated. In this action the Americans are computed to have lost over 600 men either killed, wounded or prisoners.

The British loss was as follows:—

Killed, officers 1, men 21; wounded, officers 10, men 137; missing, men 12; total, officers 11, men 170.

On July 3rd, 1814, the Americans advanced on Fort Erie which was only garrisoned by about 175 men belonging to the 8th and 100th regiments, commanded by Major Buck. The American general, seeing

the comparatively defenceless state of the place, gave Buck two hours in which to make up his mind to surrender, and the latter, seeing the uselessness of attempting to hold the position, surrendered.

Following this success up, the Americans pushed on for Chippewa and there once more engaged the British, compelling the latter again to retreat. The loss on both sides was tremendous, that of the Americans being about 350 killed, wounded or missing, and that of the British reaching 505. The troops engaged were the 1st Royals, 8th and 100th Regiments and 19th Light Dragoons, together with a contingent of the Canadian Lincoln militia.

On July 25th was fought the battle of Lundy's Lane which both sides claim as a victory. American writers speak of it as the battle of Niagara Falls, and are very proud as indeed they may well be of the bravery displayed by their soldiers on that field of carnage. But by the following letter, dated Buffalo, September 6th, 1814, addressed by General Brown, U. S. A., to Commodore Chauncy, it certainly does not look as if the former officer thought he had gained any great success. The letter is as follows:—

"The Government led me to believe that the fleet under your command would be upon Lake Ontario to co-operate with my division of the army the first week of July. I have deemed it right to let the nation know that the support I had a right to expect was not afforded me. From the 9th July to the 24th the whole country was in our power, from Fort George to Burlington Heights, and could the army have been supplied with provisions from the depots provided on the shores of Lake Ontario, we should not have doubted our ability to carry the heights, when we could have returned upon Fort George and Niagara, or advanced upon Kingston with the co-operation of the fleet. I have endeavoured to execute the orders given me. Success has not attended my endeavours."

The official report of the losses on both sides was as follows:—

British forces, killed 84, wounded 559, missing 193, prisoners 42; total 878.

American forces, killed 171, wounded 570, missing 117; total 858.

This was the last great engagement of the war fought on Canadian territory. With those which took place elsewhere we have in these sketches no concern and all naval events on the lakes are fully described in earlier chapters.



## CHAPTER CCLXXIX.

## TORONTO'S EARLIER FAIRS.

**A Striking Contrast—The First Agricultural Societies — Parliamentary Aid — Some Amusing Recollections.**

Toronto people are just now (1894) both entertaining and being entertained, the occasion being the annual Industrial Exhibition held in the palatial buildings erected for that purpose on the Garrison common at the west end of the city. The Exhibition is without doubt a great one, and deserving of all the praise so freely bestowed upon it by visitors, and especially by Sir John Thompson, Mr. Mackenzie Bowell and Senator Ferguson in their speeches at the directors' luncheon on the occasion of the formal opening by the Premier of the Dominion on Tuesday last.

Some of the speakers at this same luncheon drew a contrast between the Exhibition as it is now and as it was when it was first inaugurated nearly half a century since.

The present exhibition sprang out of the old Provincial Agricultural Exhibition which held its first show as far back as 1846. It is of this old institution, of the men who managed it, and of incidents connected therewith that we propose to give an account.

It is strange, but no less strange than true, that until the year 1830, though many agricultural societies existed throughout the province of Upper Canada no recognition of them had been taken by Parliament. But in that year it entered into the minds of our legislators that this was chiefly an agricultural country, dependent for the most part on the products of the land and the forest to provide a living for its thus rapidly increasing population.

In the Parliamentary session of 1830 a measure which successfully passed through both the Upper and Lower houses was enacted, entitled "An act to encourage the establishment of Agricultural societies, in the several districts of the province."

**THIS USEFUL MEASURE**

contained the following provision, namely, "That when any society was established for the purpose of importing valuable live stock, grain, grass seeds or useful implements, and had £50 (\$200) subscribed and paid into the hands of the treasurer of said society, it should then be lawful for the Governor to issue his warrant to the Receiver-General for the sum of £100 (\$400) annually to such society, so long as it should continue to raise such sum of £50."

In 1835 this act was amended, and in 1837 another to take its place (the former having expired) was passed, which was much more favorable to the agricultural societies, as it

enacted that when the sum of £25 (\$100) was in the hands of the treasurer, that Government would grant the sum of £200 or \$800. The local contribution was halved and the Parliamentary subsidy doubled. But yet more favorable conditions came into force by another act passed in 1845, which increased the subsidy

**GIVEN BY GOVERNMENT**

to £250, at the same time making certain regulations respecting the management of the societies, among these was one that they should transmit to Parliament each year a statement "of the expenses of the society and the persons to whom it may have granted premiums, and the objects for which such premiums were obtained."

The Provincial Agricultural Association and Board of Agriculture for Upper Canada was formed in 1846, having for its first officers the following gentlemen:—

President, Edward William Thomson.

Vice-Presidents, John Wetenhall, of Hamilton, and Henry Ruttan, of Cobourg. Secretary and treasurer, W. G. Edmundson.

These gentlemen were all well-known representative men. Colonel Thomson resided about five miles from Toronto where he had a farm of about one hundred acres and he also farmed about four hundred acres in another portion of Toronto township. Mr. John Wetenhall was also closely connected

**WITH AGRICULTURAL PURSUITS,**

and was a highly respected inhabitant of the "ambitious little city." Some of his grandsons now fill important positions in Toronto. Mr. Ruttan was the well-known sheriff of Cobourg. He possessed a variety of experience, as indeed did all of his colleagues. In early life he was engaged in business in Kingston. He afterwards removed to Cobourg, where he held considerable property, and while there was elected to represent the constituency of Northumberland first in 1820, and again in 1836, and was for some time Speaker of the House. He was also somewhat of a scientist, being the patentee of a system of warming and ventilating houses, which was, as a matter of course, in his opinion, "superior to all others then in vogue." We do not know that this opinion was shared by the public generally, but whether it was or not the system has long since gone out of fashion. The secretary and treasurer, Mr. W. G. Edmundson, was a capable man of business, and well fitted for the position he filled.

On October 21st and 22nd in the year 1846

**THE FIRST EXHIBITION**

was held in Toronto on the grounds attached to the old Government house, several of the exhibits being located in the House itself.

On the evening of the first day a dinner at which more than two hundred persons were present was held in Government house, among the speakers being the late Chief Justice Sir John Beverley Robinson, Dr. Ryerson, and several others. On the following day the Honorable Adam Fergusson, who was a well-known authority on agriculture, delivered an address on that subject, which contained the following passage referring to the views held by many people in Great Britain respecting Canada. He said:—

"Canada, though thousands in Britain wrapped up in wilful darkness, shiver at its name, ignorant alike of its real capabilities and value, is nevertheless blessed by a bounteous Providence, with every advantage which can minister to the comfort and support of man. . . . Of all the pursuits which engage the physical energies or which rouse the intellectual resources of our race, there is none which can at all

#### BEAR ANY COMPARISON

with the occupation of the husbandman." After dwelling on the blessings of peace, Mr. Fergusson thus concluded:

"I feel far more intensely than I can possibly express that our very existence as a useful institution must altogether depend on a firm and scrupulous exclusion of all topics of a party or political nature from the Board. I thank God we have a great and magnificent arena upon which every man in Canada may contend in honorable and patriotic competition, untainted by party jealousies or strife, and most devotedly should we all pray that party feeling or party intrigue may never be known amongst us."

The next year the Exhibition was held in Hamilton on October 6th and 7th, the prizes offered amounting to £750, or \$3,000. Governor-General the Earl of Elgin, was present at the annual dinner and made a speech, which everyone present was delighted with.

In 1848 Cobourg was the place selected, and the number of days for the show to be open was extended from two to four days.

#### THE PRIZE LIST

was not much larger than in the preceding year, nevertheless the whole affair passed off most successfully.

The "Limestone City" was the next locality fixed upon for the annual show, which took place on September 18th, 19th, 20th and 21st, 1849. The fifth and sixth exhibitions were held in Niagara and Brockville, respectively, the amount offered in prizes being about the same in both cases, namely \$5,000.

In 1852 the exhibition was again held in Toronto and was a tremendous success. It took place on September 21st, 22nd, 23rd

and 24th, on the fields which then existed north of Simcoe street, at that time known above Queen as William street. It is difficult to realize that such should have been the case as every yard of the ground is now thickly covered with houses. The Presbyterian church near Simcoe street stands almost on the spot where was the principal entrance to the fair ground. There were a very large number of

#### AMUSING SIDE SHOWS

just outside the gates. One of these was the exhibition of an aged gentleman of color, said to have reached the decidedly mature age of one hundred and seven years, and to have "spoken many times to George Washington." It would be quite easy for that to have taken place, even if the man who was exhibited had been much younger than the age claimed for him. But crowds poured in and out of the tent all day long, cheerfully paying their York shilling. They were satisfied, and as a matter of course the promoters of the side show were also.

At these provincial exhibitions almost every conceivable article used in Canada was exhibited, some of the exhibits being of a somewhat grotesque character. There were horses and cattle, sheep and pigs, poultry of all kinds and produce of every description. There were giant pumpkins and mammoth squashes, and a very good trade was done in selling the seeds of both these varieties of the vegetable kingdom. There were works of art in wool and in crayons

#### FEARFULLY AND WONDERFULLY

executed in many cases. A favorite subject in woolwork was that of Abraham offering up Isaac. It was once remarked in reference to one of these artistic (?) productions, "that it was ugly enough to bring Abraham back again to protest against being represented in such a light." That happened now nearly forty years ago and much has been learned since then while there is this to be said even for those hideously ugly pieces of fancy work, that they were done by young women who had little leisure and who had to deny themselves much needed recreation to do them at all.

Early in the year 1855 an exhibition took place in the old Parliament buildings on Front street of a great number of manufactured articles, some of which it was intended to exhibit at the great exhibition of all nations which was to be held that year in Paris. The late Mr. George Buckland, better known in later years as Professor Buckland, took a very prominent part in organizing this particular show. Admission to the building was wholly gratuitous, so no doubt, partly in consequence of this



fact, the number of visitors was very great. The Provincial Exhibition continued to move each year from place to place, being held in Kingston, Hamilton, London and Brantford before it again visited Toronto.

It was decided at the close of the show held in 1857 that in the following year the exhibition should take place in Toronto, the ground chosen being that portion of the Garrison commons lying immediately south of the Provincial lunatic asylum, between that building and the lake.

The question of suitable buildings though was a very urgent one and greatly exercised the minds of the Association. At last after endless discussion among the members of the board and their professional advisers, it was decided to erect a building partly of glass and iron, premiums of \$120 and \$100 being offered for the most suitable plans. There were no less than

#### THIRTEEN COMPETITORS,

at any rate that was the number of plans sent in, but strangely enough the two selected by the committee as being the best, proved to have been sent in by the same firm, Messrs. Fleming & Schreiber, well known civil engineers of Toronto.

The committee approved of the details of certain portions of each design; the engineers were requested to prepare a plan embracing the advantages of both, and on May 22nd tenders were received for the erection of the building. The tender of Messrs. Smith, Burke & Co., proposing to construct the building for the sum of £4,870 10s., or \$19,482 60, was accepted, and, the time being limited, the work was immediately commenced.

Towards the expense incurred in connection with the erection of permanent buildings the City Council voted the sum of \$20,000, while the County Councils of York and Peel united and voted \$4,000. These, considering the times, were truly handsome contributions,

#### MUCH TOO HANDSOME

thought many of the taxpayers, both in the cities and counties, nevertheless the money was paid over without any serious protest.

The corner stone of the building, known for so many years afterwards as the Crystal Palace, was laid on July 15th, 1858, in the presence of the Board of Agriculture, the City Council and a great number of spectators, by the Hon. Philip M. Vankoughnet, the then Minister of Agriculture for Upper Canada.

A deed engrossed as follows was deposited in a large cavity within the stone:—

On the 15th day of July, A.D. 1858, in the 22nd year of the reign of Victoria, by the grace of God, Queen Defender of the

Faith, His Excellency Sir Edmund Walker Head, Bart, C.B., one of Her Majesty's most honorable Privy Council, being Governor-General of the province, this the foundation stone of a Crystal Palace, wherein under the direction of the Provincial Agricultural Association, the resources of Upper Canada shall be fostered by the annual exhibitions of the evidences of its progress in agriculture and

#### THE INDUSTRIAL ARTS

was laid by the Honorable Philip M. Vankoughnet, President of the Executive Council and Minister of Agriculture, assisted by Edward William Thomson, Esq., President of the Board of Agriculture of Upper Canada, William B. Jarvis, Esq., President of the Board of Arts and Manufactures, and William Henry Boulton, Esq., Mayor of the City of Toronto."

Then followed a list of the names of the officers of the Provincial Agricultural Association, of the Board of Agriculture, the Toronto Local Committee, and of the architects and builders.

Of those who formed the Local Committee only Mr. D. B. Read and Mr. J. E. Pell, the evergreen secretary and collector of the St. George's Society, now remain among us.

Besides this document a small number of newspapers were also enclosed in a tin case and deposited within the cavity. Amongst those so placed were copies of the *Globe*, *Colonist*, *Leader* and *Atlas*. An English half sovereign, florin, shilling, and some copper coins were also enclosed.

#### THE ROYAL CANADIAN RIFLES

furnished the band for the musical portion of the day's proceedings, which passed off most satisfactorily.

The Palace was cruciform in shape, and from the inside presented a very handsome appearance. But outside the effect was greatly marred by the flatness, or apparent flatness, of the building. It looked as if some heavy weight had been dropped on the roof, crushing it down. The building from east to west was two hundred and fifty-six feet long and ninety-six feet wide. Its extreme height was only fifty-five feet. In the centre of the building, immediately under the dome, was a handsome fountain, the first of the kind ever erected in Upper Canada, which attracted a very great deal of attention and admiration from everyone who saw it. There were four minor jets of water rising from the central basin, and on each of these rode grotesque figures of Chinese mandarins and the typical John Bull. From the central jet rose a column of water for some five or six feet upon which ever revolving was a gilt hollow ball, some six

inches in circumference. This continued open for nearly a fortnight, and was very largely patronized. There were band contests open to performers from all parts of the province, besides many other ways of finding both amusement and instruction.

Among those who were connected with the old Provincial Exhibitions, still extant, is Lieutenant-Colonel George T. Denison, Toronto's efficient Police Magistrate.

George T. Whitney was also one among the juniors, and no one was more popular. Poor George, he soon passed away, dying before he attained his thirtieth year. He was a U.C. College boy, and was present at Ridgeway in command of the University company of the "Queen's Own." Then there were many others, among them being Hill, "Tom" Kennedy and Mara. The last named met his death while on his way to Kingston in 1859, falling between the boat and the wharf, while the former was leaving harbor.

Of the older officials there are now very few left. Not one has anything to do with the industrial. They are engaged elsewhere, or do not now reside in the city, but those few who do remain have none but pleasing memories of the old Exhibitions, and of the happy days spent as the shows moved from town to town in "the days of long ago."

### OLD TIME EXHIBITORS.

#### The First Show—Changes in the Province—An Imposing Demonstration—Well-known Prize Takers—Obsolete Industries

In a preceding article on the above subject a sketch has been given of the earlier shows, when they took place, the principal men who managed them and other incidents connected with their rise and progress. It is now proposed in this paper to give some particulars of the animate and inanimate exhibits, of the prizes taken, and of the people who were their recipients.

Of the show of 1846 it is not necessary to say a very great deal. It was necessarily a very small affair, and as the means of transport for cattle and merchandise were in those days exceedingly difficult, the live stock and natural products shown were drawn almost entirely from local sources. But when the second exhibition was held here in 1852 great changes had taken place in the province. Roads were better, there had been a great development in the number of steamboats plying upon the lakes and the population of the country had greatly increased also, so that those who exhibited at the show, instead of being a most wholly from Toronto or its immediate vicinity, were taken from almost every part of the province.

The show commenced on Tuesday and extended until the following Friday. The admission on the last two days was only twelve and a half cents or a York shilling. These two were the "People's days" and on each morning the show was opened by—to quote a newspaper report of the time—"an imposing procession of several thousand people." The horses which were on exhibition to the number of eighty headed the procession which was preceded by a band which played before starting and on the march, selections of classical and other music, mostly "other;" then followed apologetic bulls and sleek kine, some of the latter having their horns fantastically ornamented with gay ribbons. The rear of the procession consisted of exhibitors and the general public in conveyances of every possible description and not a few upon "shanks mare."

The cavalcade formed up on the old county show grounds near the jail on Front street and on the Thursday morning Dr. Widmer, who lived very near the spot, came out of his house and with the critical eye of an old cavalryman inspected the horses before they started off on their round. The procession wound its way by Front street to the City Hall, thence along King to Simcoe street and to the show grounds.

In this year of grace the number of prizes offered by the directors of the Industrial Exhibition for horses exceeded two hundred, first, second and third, besides SEVERAL SILVER MEDALS.

In 1852 there were less than three score.

The President of the Association in that year offered a prize of \$120 for the best agricultural stallion in Canada. This was won by Mr. Thomas Blanchard, of Toronto township. This gentleman was a great lover of horses and spared no pains or money so as to procure the best. In carriage horses there were three prizes awarded and three only. These were secured by Mr. W. H. Dickson, of Niagara, Mr. William Allan, Moss Park, Toronto, and Mr. J. J. Pettitt, of Saltfleet. Though Mr. Dickson and Mr. Allan have both paid the debt of nature long since, their representatives are still among us.

"The three prizes for saddle horses," complacently remarked the Toronto *Examiner*, in its report, "were all taken by Toronto citizens. Messrs E. C. Jones, Grantham and Lafontaine." Sons of Mr. E. C. Jones are yet in Toronto and are as fond of a horse as he was.

For "Blood" horses the first prize was taken by John Huntingford, of Toronto township, the second by George Cooper, of the same place, and the third by W. H.



Dickson, of Niagara. John Huntingford was both farmer and horse-breeder, and was very proud of his cattle. Geo. Cooper lived at that time in a large frame house on the south-east side of Dundas street about the eighth of a mile north of the second concession, now known as Bloor street West. Part of his house remains standing now, and is used as a manufactory, children's carriages being made there. He was a very eccentric, but a most upright and honorable man and was a well-known figure at all of the exhibitions. He built about 1853 a large brick house for his own occupancy on the Davenport hill overlooking the station of that name on the then Northern, now Grand Trunk Railway. Mr. Cooper was a remarkable example of perseverance; he had not the advantage of much education and began work at a very early age, yet he acquired a handsome fortune entirely by his own exertions.

Another prize taker at this exhibition was Judge McLean, of Toronto, he taking first prize for the best thoroughbred two-year-old filly. There are many who remember the learned judge, his earnest face, dignified deportment and habitual courtesy.

In this year's list there are prizes for "Hunters," for "Hackneys," for "Landems," and "Four-in-Hands." Our fathers and grandfathers would have simply stood aghast had any proposition been made to them that they should compete in such classes. Some of them had heard of all four very possibly. A few had seen the "Tandem Club" drive out from the barracks during the winters of 1839-42, but they generally looked upon it as frivolous, if not ridiculous, and fit only for officers of the army who had no better means of occupying their time. But had they been asked seriously to exhibit a "Four-in-Hand"

#### INDIGNATION AND AMAZEMENT

would have filled them, that anyone could think them capable of indulging in such foolish extravagance.

The times have changed since then. Everyone now is familiar with "hunters" and "four-in-hands" and no one is considered to be "putting on frills" because he indulges himself one way or the other.

In horned cattle the following were the classes:—Durhams, Devons, Herefords, Ayrshires, besides a separate class each for "Grades" and "Fat cattle." The total number of prizes was one hundred and two. Those offered this year reach nearly four hundred. In Durham cattle Baron de Longueuil, of Kingston took first prize, while Ralph Wade, a prominent agriculturist, residing in Cobourg and the Honorable A. Fergusson were also exhibitors. In Devons.

John Gage, of Wellington Square, took the first prize, while G. F. Rykert, of St. Catharines, and John Mason, of Cobourg, were also winners of several more.

In Ayrshires seventeen prizes were awarded, these falling principally to J. B. Ewart, of Dundas, Baron de Longueuil, of Kingston, and Richard Lippincott Denison, of Toronto. Ewart was one of the first to introduce this particular kind of cattle into Canada, and for a long time R. L. Denison was the only agriculturist in or near Toronto who had any stock on his farm of that breed. Mr. Denison's farm was on Dundas street, between Ossington avenue, Dovercourt road and College street on the north.

#### A SINGULAR CIRCUMSTANCE

occurred in the Hereford class. There were only five prizes offered, and every one of these was secured by Baron de Longueuil. Their total value was only \$81. This year they exceed \$400, and in addition there are two silver medals.

In sheep in the Leicesters the principal prizes were taken by John and George Miller, of Markham, and by Nathaniel Cooper, of Toronto. In the Merinos and Saxons, with one single exception, the whole of the prizes were taken by Nathan Choate, of Hope, and John Langstaffe, of Richmond Hill. In the Southdowns Edward Jones, of Stamford, took nearly all the prizes, though it must be confessed he was not very greatly enriched thereby, as they only amounted in the aggregate to a trifle more than \$130.

There were very few prizes offered for pigs, and these were principally taken by Mr. Thomas Musson, of Etobicoke, (who that once knew genial "Tom" does not remember him with affection?) Dempster Smith, of Trafalgar, and John P. Wheeler, of Scarborough.

The exhibits of poultry were comparatively few; thirteen prizes were awarded, these falling for the most part to George Miller, Markham, J. G. Horne, R. A. Goodenough and the Hon. William Allan, of Toronto. George Miller was one of the most noted agriculturist of his day. Everything he did as a farmer he did well and few men were more useful to the community, among which they dwelt than he was.

Respecting the horticultural exhibits a newspaper of the time gave the following very flattering report under the heading of "The Garden."

"Gratifying as must have been the exhibition of live stock and the shaped commodities of the field to every intelligent lover of his country, and proud, as were the feelings which it was calculated to inspire, it was not without an increasing sense of pleasure

that we visited the Floral Hall. Here the pleasing and the useful were most sweetly blended. In a building of considerable length, with the entrance from the south end, were arranged a splendid variety of the choicest garden fruits, including apples of nearly one hundred varieties, pears, plums, peaches, grapes, pumpkins. Grapes were shown by Mrs. S. A. Boulton, of Toronto, and the same lady also carried the first prize for winter pears. \* \* \* In this building the attention of visitors was arrested by the gigantic squashes exhibited by Mr. Gordon, of Yonge street, some of which were so ponderous that the strength of a man of ordinary muscular ability would have been required to raise them from the ground.

In agricultural products the Canada Company's prize of \$100 for the best 25 bushels of wheat was won by J. B. Carpenter, of Townsend. Toronto farmers did not make a very good show in this class, those who took prizes being very few; among them were Alexander Shaw, P. Armstrong, R. L. Denison and Lewis Bate.

Captain Shaw took prizes for hemp and flax and for sugar beets, for mammoth squashes and for broom corn brush. His farm was situated just east of Dundas street, near Trinity University, and was known as Oak Hill. Shaw street gets its name from the captain's family. The ground is now covered with residences and not a vestige of the old farm buildings remains, and yet the old house possessed an historic interest as it was for a brief period a royal residence when the Duke of Kent visited York nearly a century ago.

Lewis Bate, who took a prize for Swede turnips, was not only a small farmer, but he also kept the Queen's Head tavern on the corner of Dundas and Queen streets, where the Dominion Bank now stands. He was a good-hearted man and a great gossip. Nothing delighted him more than to have the undergraduates from Trinity University, then very recently opened, call at his house, when he would listen to their narrations or tell a variety of stories to entertain them with equal pleasure.

The implements shown were rough copies of what is now to be found at the West-end. Some of those who have exhibits this year at the Industrial were represented then, and there was nothing in the articles shown to call for any particular notice or comment.

In the "Cabinetware and Carriages" class E. C. Scarlett, of Etobicoke and Toronto, took prizes for sawed pine and best specimens of oak. He also secured a prize for the "best ox yoke and bows." Scarcely any of the men who now farm near Toronto know even what an ox yoke is.

Yet it is less than fifty years since wood and produce were brought into Toronto market by the aid of a yoke of oxen. Samuel Scarlett, a brother of Edwards, also took a prize for the best dozen of "turned broom handles," while Francis Silverthorne and Peter Dache were awarded premiums for flour barrels.

Edward and Samuel Scarlett were brothers, sons of John Scarlett of Runnimeade, on Dundas street to the extreme west of Toronto Junction, the house being standing and in good preservation. Edward resided near Weston and Samuel on the banks of the Humber at no great distance from Lambton. The latter eventually settled in the North-west where he died several years ago. Edward lived to very nearly four score and died on the shores of the Bay of Quinte in the latter days of 1893. Silverthorne and Peter Dache were very well known men. The former belonged to the famous family of U. E. Loyalists; the latter was a French-Canadian. He lived at Lambton in a pretty house on the south-eastern side of Dundas street, overlooking the Humber.

Among the exhibitors and prize takers in "Domestic Manufactures" are found a great many well known names.

J. R. Armstrong & Co., and G. H. Cheney, of Toronto, with Oliver T. Macklem, of Chippewa, took prizes for stoves, no one else having even a "look in." Not to know any one of these firms in the "forties" and "fifties" was to write yourself down unknown. Though none of these firms now exist many of the descendants of the men who composed them are still in the city.

In the ladies' department the display of wax figures, artificial flowers, crochet work and fancy knitting, was "in gorgeous profusion," as it was described by a writer in the local press, who added, "Our commonplace notions led us to admire the substantial, cosy, and elaborately wrought quilts exhibited by Mrs. Phoenix, Miss Chapman, Mrs. Thomson and others, as much as the elegant specimens of embroidery." Mrs. Phoenix was from Trafalgar; Miss Chapman belonged to a well-known Scarborough family, and Mrs. Thomson was the wife of John Thomson, who lived in a cottage on the north side of Queen street, east of the Don. The road was then known as Kingston road, and why it was ever altered is one of those things "that nobody can understand."

Among the "Miscellaneous class" were exhibits of the following all but forgotten articles: — Melodeons, seraphims, grain cradles and grape preserves, whatever the last may be.



There was also a prize for glue awarded to Mr. Carr. It will be news to many to learn that this glue factory was on the eastern side of Church street, just north of Carlton, and that beyond was what was known as Woods' bush. Church street terminated at this point, as do likewise these reminiscences of "Toronto's Earlier Fairs."

## CHAPTER CCLXXX. THE OLD CRYSTAL PALACE

**Sir Edmund Head—Distinguished Visitors  
—“Chevalliers d'Industrie”—A Round of  
Amusement—Exhibits and Exhibitors.**

In two former articles on "Toronto's Earlier Fairs" a lengthy reference was made to the erection of the first permanent Exhibition building which was constructed in Toronto and an account also given of its size, its builders and architect, and of the laying of the corner-stone thereof.

This building, known as the Crystal Palace, was first used, as has been already mentioned, for the annual exhibition of the Provincial Agricultural Association in the last days of the month of September and the first days of the following month in the year 1858.

The opening ceremony was a most imposing one for those days, being performed by his Excellency Sir Edmund Walker Head, the then Governor-General, accompanied by Lady and Miss Head and other members of his family. Among those present were the Honorables John A. Macdonald, Philip Vankoughnet and Sidney Smith, Judge Hagarty, the Bishop of Toronto, Dr. John Strachan, Rev. John McCaul, D.D., Capt. Retallack, A.D.C., and many others, notably Mr. J. E. Pell, chairman of the building committee. Upon the entrance of the Governor-General and party the band of the Royal Canadian Rifles played the National Anthem. On its conclusion the Bishop of Toronto offered up prayer and then an address was presented from the Agricultural Association of Upper Canada to the Governor-General setting forth the object and aims of the society, the purpose for which the Crystal Palace had been erected and asking his Excellency to declare the building open.

Sir Edmund Head in a lengthy speech acknowledged the address, dwelling on the importance of such exhibitions and commending the public spirit of those concerned in their management. He then proceeded:—"Twenty years ago no person would have thought that at this day, we would have seen such a building at the head of Lake Ontario, and its erection on this spot is indicative

alike of the advancement of the whole Province as of Toronto. The prosperity of Canada; the unity of Canada; the life of Canada, depends on those inland waters, those great seas which pour down the St. Lawrence connecting us with the ocean and through the ocean with Europe and the mother countries."

"The prosperity of Canada depends on the St. Lawrence, it is the life blood of the country. The all important thing for the future of Canada, for its wealth and national existence is its control of those great masses of water."

### THE GOVERNOR-GENERAL

after again complimenting the President and committee of the Association on the success of their enterprise, declared the Exhibition opened. A report in one of the Toronto daily papers of the time says:—

"The Choral Society then performed the chorus 'The Heavens are Telling,' by Haydn, in a splendid style. This production of the master mind of the great composer was well rendered, and at its conclusion a clap of rejoicing was raised from one end of the building to the other."

Besides the distinguished visitors who assisted at the inaugural ceremony, there were also present a great number of the light fingered gentry, otherwise pickpockets, who plied their trade with unwearied assiduity. Many serious robberies were reported, in one case a farmer being relieved of more than \$500. There is scarcely anything, though, which has not a ludicrous side attaching to it, and so it was in the case of the losses caused by these pickpockets. A number of gentlemen were gathered together in the committee room of the Association, and the chairman referred to the necessity for caution in carrying their money owing to the great number of robberies that had taken place. One of his hearers who had but just returned from a lengthy tour in Europe assented to the truth of the chairman's remarks, adding that if men would carry their money in their trouser's pocket they would be quite sure not to lose it. Growing enthusiastic in his remarks, he said: "I have travelled all over England and I always kept my purse here." As he uttered these words he put his hand into his pocket to find—not his purse, but that he, too, had been the victim of some one of the "chevalliers d'industrie." Despite the sympathy felt for him in his loss, it was impossible not to be amused by the very practical refutation given by fact to his theory.

The numbers present on the first two days of the Exhibition were greater than at any previous show held in Toronto or elsewhere!

A writer, speaking of the attendance, said: "The exact number present it is difficult to compute, but some idea may be formed from the statement of the fact that upwards of five thousand one dollar badges had been disposed of up to noon of Wednesday. Six hundred and twenty-five were sold yesterday (Thursday), and upwards of nine thousand were admitted on the payment of a quarter of a dollar."

Visitors were present from every part of the province, from Quebec, Montreal and even from Halifax. The Grand Trunk railway carried passengers at single fares for the return journey and the steamboat owners did the same. Writing after

#### THE CLOSE OF THE EXHIBITION

A Toronto paper wrote thus on the large number of those present:

"The large concourse of people present at the inauguration of Wednesday, considerable as it was, was exceeded on Thursday, not less than twenty thousand being present. As on the preceding day, only one opinion prevailed in reference to the Exhibition, which was that of complete satisfaction both with the display itself and with the excellent manner in which all the arrangements had been carried out.

"Not only was the Crystal Palace itself crammed to overflowing, but the entire city itself presented a scene of animation which in all probability has never before been equalled. King street especially wore from the number of pedestrians who paraded it all day, an appearance which reminded one strongly of Cheapside or Broadway at the busiest hour of the day. How all our visitors procured accommodation is a mystery to all but the initiated, but certain it is that no great amount of inconvenience has been experienced by the welcome strangers. But Toronto has already so much of the attributes of a real metropolis about it, that it can engulf a large amount of extra population without overtaxing its powers of accommodation. This fact will no doubt serve it in good stead when the question of fixing upon a permanent site for the annual holding of the Provincial Exhibition comes to be considered."

But in addition to the Exhibition Toronto offered hosts of attractions to its many visitors. At the Romaine buildings there was a bazaar where young ladies in the daintiest of costume acted as amateur saleswomen, dispensing coffee at 25 cents a cup and cakes at 10 cents each, with the most praiseworthy perseverance. There was no charge to go in, or if so, it was a very small one, but there was a great deal to pay before one could get out. But the public liked the fun; the young ladies en-

joyed the work, and the funds of the church were benefited, besides, it was exhibition time, and every one was in a good humor, so all were satisfied.

Then there were races during the week on Gates' Newmarket course, where the sporting portion of the visitors were able to put in a good time and back the favorite or an outsider, according to their own sweet will. Not a few took advantage of the opportunities afforded them.

Besides these attractions there were yacht races on the bay. Among the competitors appear such well-known names as E. M. Hodder, Overton Gildersleeve and Sam Sherwood. The first of these, Dr. Hodder, who resided on the south side of Queen street west, nearly opposite College avenue, was for many years Commodore of the Royal Canadian Yacht Club. An excellent portrait of the accomplished surgeon and

#### COOL, CAUTIOUS, YACHTSMAN

adorns the reception room of the R. C. Y. Club's spacious home on the Island. Overton Gildersleeve was an old U. C. College boy and a brother of Charles Gildersleeve who is also, like all his family, a born sailor. They are both sons of the well known Gildersleeve who built the Charlotte, that dear old craft which seventy years ago plied from Kingston to the Bay of Quinte ports.

What with bazaars, horse races, yacht races, the conclusion might safely be arrived at that with these, in addition to the attractions offered by the Exhibition, the inhabitants of Toronto had amusements sufficient. But the conclusion would be erroneous, there was much more to interest them. The Toronto firemen held high carnival and gave a great demonstration. In addition to their own strength they invited the attendance of the fire brigades from London, Hamilton and Cobourg and marched in procession throughout the city on Friday in the first week of the Fair.

The order of march was as follows:—

Band of Toronto fire brigade.

Mr. James Ashfield, Chief Engineer, and deputies.

The Hook and Ladder Company.

No. 1 "Phoenix" Company, Toronto Fire Brigade.

The London Fire Brigade.

No. 2 "Rescue," Toronto Fire Brigade.

No. 3 "British America," Toronto Fire Brigade.

#### MULLANEY'S BRASS BAND.

The Hamilton Fire Brigade.

No. 4, "Victoria," T.F.B.; No. 5, "Deluge," T.F.B.; No. 6, "Provincial," T.F.B.

The Cobourg brigade wound up the procession.



No one wishes for a moment to go back to the days of the hand engines and voluntary firemen. Yet there was a picturesque side to the old-time firemen that does not now attach to the much more efficient body possessed by Toronto. There was a rivalry then between the various companies as to which could turn out in the smartest style and whose engine could throw a stream of water the highest. The various engines were all part and parcel of the life of the town, and at a fire it was considered no small privilege by youths and men to be able to take a hand at the breaks. "Good, old Rescue, well done, No. 2," would resound from the crowd surrounding that engine during the progress of a fire, while perhaps from a similar congregation around the "Phoenix" or "Deluge" would be heard the cry of "Break her down, boys; you're higher than No. 2; break her down."

To return to the procession, it formed up on Duke street and proceeded via Frederick to King, thence by York to Front, along that thoroughfare to Yonge street as far as Queen, thence to Bathurst street, where it dispersed.

#### THE SCARLET COATED FIREMEN.

The gaily caparisoned horses drawing the engines which were all profusely decorated, the floating banners preceding each company, and the music from the various bands, all combined to make the scene a most imposing one.

The newspapers of the time spoke of this procession and the one by torch light which took place the same evening, as "being the grandest things of the sort that had ever taken place in Toronto," another report says:

"The display was in every way creditable and was much enjoyed by the thousands of people at present in the city."

There were a greater number of entries of stock, implements and produce at the 1853 Exhibition than in any year preceding it, and the exhibits themselves were superior in quantity as well as in quality.

The principal prize takers were the following:

F. W. Stone, Guelph, \$272; W. Roddick, Port Hope, \$210; G. and W. Miller, Markham, \$196; W. H. Lock, Yarmouth, \$191; Richard L. Denison, Toronto, \$122; Jacob Rymal, Wentworth, \$102, and I. G. Turnbull, of South Dumfries, who took the Canada Company's prize of \$100 for wheat.

#### MANY CURIOUS ARTICLES

were exhibited, among them being a model of H. M. ships Niagara and Agamemnon laying the first Atlantic cable. A model of the "paying out" process was also exhibited.

In the northern transept, on its western side, was a huge bookcase containing one hundred copies of the Bible printed in as many different languages. This case from its absolute novelty and unique character drew crowds of observers. Not very far from this was a "Diagram of a Million Units," constructed by John Damp, of Davenport. This diagram was intended to show the vastness of that number and the capabilities of a million of money. Damp was an Englishman who came to Toronto about 1856 from Newport, Isle of Wight, he was a builder and a carpenter and resided in a pretty house on Davenport road almost opposite Churchill avenue, he was fond of lecturing on this pet subject, "A Million of Units" and lectured very well. He long since left Davenport where he was a very useful man.

In fruit, plants and flowers the prize takers numbered J. D. Humphreys, W. A. Baldwin, Judge Harrison and Professor Hirschfelder. The latter is still amongst us, hale and vigorous, though the day is fast approaching when he will be almost our 'oldest inhabitant.'

One other name also appears in the prize list for 1858, that of Mrs. C. P. Traill, of Rice Lake, for "the best collection of native plants dried and named." Few names are more honored in the history of Canadian literature than this lady's, none more deservedly so. Nothing but what is pleasant attaches to the honored trio of women writers, all more or less connected with Canada, and all related, Traill, Strickland and Moody. "They did what they could" for the good of their country and the credit of themselves and their families.

#### CHAPTER CCLXXXI.

#### CURIOUS OLD BOOK.

**An Advertisement with an Apology—Singular Chronological Table—Old Civil Servants—The Old Militia Force.**

An old volume lies on the table as we write. It is not bound in "boards," or even in "paper" cover. It is simply stitched in pamphlet form, and contains about ninety pages. It is entitled "The York Almanac and Provincial Calendar for the year 1821." It purports to have been issued "By Authority" from the office of the *Upper Canada Gazette*, York, where it was printed and sold.

In the middle of the first page are THE CALCULATIONS FOR THE MERIDIAN OF YORK, UPPER CANADA.

North Lat. 43° 39' 10".

West Long. 78° 4' 11".

This table and the other matter just men-

tioned is the whole of what is to be found on page number one.

There is no preface, but there is what would now-a-days be called one under the style of "advertisement," which sets forth that owing to unexpected circumstances the publication of the Calendar has been delayed and that the editor has been compelled reluctantly to omit several articles at first intended to be inserted. It continues "Notwithstanding much pains were taken to obtain accuracy, yet it being the first publication of the kind attempted in this province, many errors were unavoidable."

#### THE DOCUMENT IS DATED

York, Jan. 1st., 1821.

The almanac proper begins with a table of "Epochs and common notes for the year 1821, being the first after Bissextile or leap year." Most of these "notes" are still to be found in all almanacs issued even now. But such as the following are now never seen: "The year 1821 is 329 years since the discovery of America"; and "30 years since the division of the Province of Quebec into the provinces of Lower and Upper Canada."

The monthly calendars present no object of comment; they are exactly the same as those inserted now in all similar publications.

But succeeding them is an interesting table entitled "A Chronology of Remarkable Occurrences since 1,700." There are many noteworthy incidents in European and Asiatic history recorded, but strangely enough in a Canadian almanac, scarcely a single item relating to Canada. The death of Wolfe, the division of Canada into the two provinces, the arrival of Simcoe, the death of Brock, and the battles of Lake Erie and Lundy's Lane are all omitted, why it is difficult to say, as the work was intended for Canadian readers.

Following this come the names of the King and royal family of Great Britain, and the Cabinet Ministers of the time. As regards these the first is incomplete, and the second incorrect, but considering how very slowly news travelled in those days, perhaps that is not much to be wondered at.

The name of no less a person than

#### THE PRINCESS VICTORIA

is omitted from the list of the Royal family as is also that of her cousin Prince George of Cambridge. The names of her present Majesty's mother, the Duchess of Kent, also that of the late Duchess of Cambridge are also left out, so it is plainly evident that the publisher, or editor rather, of this book was not very conversant with what he was attempting to do.

After the names of the Cabinet Ministers is a very curious table headed "Chronologi-

cal epitome of the History of England from the Norman conquest to the present time, exhibiting the successions in the monarchy, the ages of the several sovereigns, when they began to reign, and the duration of their reigns, the principal statesmen, military characters, men of genius, and particular events."

Succeeding this, taking up a page to itself, is the name, style, titles and various offices held by the Earl of Dalhousie G.C.B. the then Governor General "in and over the Province of Lower Canada, Upper Canada, Nova Scotia, New Brunswick \* \* and in the Islands of Prince Edward and Bermuda."

Lord Dalhousie had a tolerably extensive command as there were garrisons from Penanguishene to Halifax and from there to Bermuda. It is basely rumored that the noble Lord and gallant soldier never even saw the former once famous military station, and now equally famous summer resort for tired Torontonians and explorers from a city some 40 miles to the west of us, but that probably is a baseless invention. He did come to York; there is no doubt whatever upon that point.

After the almanac disposes of the Governor-General it gives complete lists of the officers in the Canadian civil service,

#### THE HOUSE OF ASSEMBLY,

the Legislative Council, Executive Council, Court of Kings Bench, "Clergy of the Established Church"—that has a strange sound to us nowadays. It is hard even to imagine such an institution ever even existed in our midst. Also the names of "Commissioners appointed to administer the oath of allegiance" besides the names of "Commissioners under 58 George III. Chap. 12, vesting the estates of certain traitors, and also of persons declared aliens, in his Majesty."

The names of a great many other public functionaries are then given and lastly a complete militia list, tables of population and names of postmasters in Upper Canada.

The Civil list is headed with the names of the Lieutenant-Governor, Major-General Sir Peregrine Maitland, K.C.B. In addition to belonging to this English order of chivalry, he was a Knight of the Russian order of St. George and of the order of William in the Netherlands.

His private secretary was Major Hillier, of the 74th Regiment, who died in India during the 'forties.' Mrs. Hillier was a daughter of Lieutenant-Colonel James Givins formerly of the Queen's Rangers. She survived until the spring of 1894, dying in London, England, at an advanced age. The clerks in the Lieutenant-Governor's office were Messrs.



THE  
YORK ALMANAC,  
AND  
PROVINCIAL CALENDAR,  
FOR THE YEAR  
1821.

THE CALCULATIONS FOR THE MERIDIAN OF  
YORK, UPPER-CANADA;  
*North Lat.*  $43^{\circ} 39' 10''$   
*West Long.*  $78^{\circ} 47' 11''$

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By AUTHORITY.

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PRINTED AND SOLD AT THE UPPER-CANADA  
GAZETTE OFFICE, YORK.





Edward McMahon, John Lyons and Thomas Fitzgerald.

Following the names of the Lieutenant-Governor and his suite are those of the members of the Legislative Council, twelve in all, namely, Chief Justice Powell, who was Speaker; Dr. Jacob Mountain, Bishop of Quebec; the Honorables Thomas Scott, James Baby, John McGill, Thomas Talbot, William Claus, Thomas Clark, William Dickson, Thomas Frazer, Neil McLean and George Crookshank.

After the Bishop of Quebec, the next name is that of Thomas Scott, afterwards chief justice. Scott street, Toronto, derives its name from

THE LEARNED JUDGE, whose residence closely adjoined the street which now bears his name. Mr. Scott was the first chairman of the "Loyal and Patriotic Society of Upper Canada," which was founded in York in 1812, during the war. The Chief Justice during the war issued a circular to the British public asking for funds (to enable the society to prosecute its work) which contains the following statement:—"That the subscription of the Town of York amounted in a few days to £875 5s 0d currency, dollars at five shillings each, to be paid annually during the war, and that at Kingston to upwards of £400."

The next named, Mr. James Baby, was born in Detroit in the year 1762, he was educated at Quebec and on the completion of his studies there went to England where he remained until 1783. He returned to this country in that year and entered into business. He subsequently became a most distinguished public man. His residence in Toronto was on Queen street some distance to the west of Spadina avenue. John McGill, often known as Captain McGill, was one of the first officials who were appointed by General Simcoe, being commissioner of stores at Niagara in 1793. His name is perpetuated in McGill street, Toronto. The family residence was between Queen, Church, Shuter and Bond streets. Thomas Talbot was the celebrated founder of the Talbot settlement, owning nearly the whole of the township of Aldborough. Except during the

#### PARLIAMENTARY SESSION

he was never a resident in Toronto. William Claus belonged to Oxford and was "lieutenant of the county," an office that very soon became obsolete. He had no direct connection with Toronto. Thomas Clark was the well-known Colonel Clark of Niagara, he was a very prominent figure in the rejoicings which took place on the second visit to Canada of H. R. H. the Duke of Kent, in 1799. William Dickson was one of the

Niagara family, and Thomas Frazer was from Prescott. Neil McLean was from Cornwall, and had been (commissary of Provisions in the first days of the colony. George Crookshank was for some time Receiver-General of the Province. His house was on Front street, bounded on the west by Peter street. Crookshank's lane, now Bathurst street, was called after him.

Of the officers attached to the Legislative Council none call for special comment excepting the chaplain, the honorable and venerable Archdeacon, afterwards Bishop, John Strachan.

Succeeding the names of the Legislative Council come the names of those gentlemen who composed the House of Assembly. Among these Alexander McDonell, of Glengarry, belonged to the same family as the celebrated Roman Catholic Prelate of the same name. Philip VanKoughnet was father of the statesman who for some years was Minister of Agriculture. Jonas Jones belonged to a prominent Brockville family. Allan McLean, Christopher and Daniel Hagerman, Henry Ruttan, Peter and John B. Robinson, besides numerous others in this list

#### BELONGED TO FAMILIES,

every one of which have made their mark in the history of the Dominion.

Peterborough derives its name from Peter Robinson, while the Hamiltons were long prominent as shipbuilders.

The members of the House were as follows:—

Glengarry—Alexander McDonell, Alexander McMartin.

Prescott and Russell—William Hamilton.

Stormont—Archibald McLean, Philip VanKoughnet.

Dundas—Peter Shaver.

Grenville—Walter F. Gates, Jonas Jones.

Leeds—L. P. Sherwood, Charles Jones.

Carleton—William Morris.

Frontenac—Allan McLean.

Town of Kingston—Christopher Hagerman.

Lennox and Addington—Daniel Hagerman, Samuel Casey.

Hastings—Reuben White.

Prince Edward—James Wilson, Paul Peterson.

Northumberland—D. M'G. Rogers, Henry Ruttan.

Durham—Samuel S. Wilmot.

York and Simcoe—Peter Robinson, Wm. W. Baldwin.

Town of York—John B. Robinson.

Lincoln, 1st riding—John Clark; 2nd riding, William J. Kerr; 3rd riding, Robert Hamilton; 4th riding, Robert Randall.

Oxford—Thomas Horner.

Middlesex—Mahlon Burwell, John Bostwick.

Norfolk—Robert Nicol, Francis L. Walsh.

Kent—James Gordon.

Essex—Francis Baby, William McCormick.

Wentworth — George Hamilton, John Wilson.

Halton—James Crooks, William Chisholm.

Officers of the House were :—

Clerk, Grant Powell; Chaplain the Rev. Robert Addison; Clerk in Chancery, S. P. Jarvis, Sergeant-at-arms, Allen McNab; Door-keeper, William Knott, and Messenger, John Hunter.

Next follow the names of the Executive Council. Two of these gentlemen, the Honorables James Baby and William Claus, were also members of the Legislative Council. The other members were the Hon. Samuel Smith, Rev. Dr. John Strachan and the two ex-officio members, who were the Chief Justice and the Bishop of Quebec. The clerks were Messrs John Beikie and George Savage. Mr. Beikie was afterwards sheriff and Mr. Savage Collector of Customs at the Port of Toronto. In the Public Departments the officials comprising the Court of King's Bench were but nine in all, including both the keeper and usher. The puisne judges were William Campbell and D'Arcy Boulton, these gentlemen and their residences have been fully described in the earlier chapters of the "Landmarks of Toronto."

In the Surveyor-General's Department Mr. Thomas Ridout filled the chief office, that of Surveyor-General, while we find among his subordinates such well known names as W. Chewett, who was chief clerk, Samuel Ridout, who was second clerk, with as extra clerks, W. Morrison, J. Radenhurst and Bernard Torquand. The last named resided on Queen street, west of Spadina avenue, and was father of Dr. John Torquand, of Woodstock.

In the office of the Inspector General of Public Accounts, the Hon. James Baby, the clerks were John Scarlett and A. Warffe. John Scarlett afterwards washed his hands of official life and officials generally, devoting himself

#### WHOLLY TO COMMERCIAL PURSUITS.

He resided for many years at Runnimead, on Dundas street, about six miles from Toronto.

The Province had an agent resident in London, England, whose duty it was to attend to the interests of the colony at home. Mr. William Halton, who was a connection of the Givins family, and after whom Halton street in this city is named, discharged the duties of the office.

The clergy list given in this almanac is

very brief and it is hard to believe that it refers to such a comparatively recent period as 1821.

The following are the names of the "Clergy of the Established Church," but it is to be presumed that it only refers to Upper Canada, and of course it must also be distinctly understood they were all Anglican clergymen :—

Dr. Mountain, Lord Bishop of Quebec; Official of Upper Canada, the Rev. O'Kill Stuart, Kingston; Diocesan Missionary, Hon. and Rev. C. Stewart, D.D., Bishop's Chaplain; Revs. R. Addison, Niagara; R. Pollard, Sandwich; S. J. Mountain, Chaplain to the Lord Bishop, Cornwall; Hon. and Rev. J. Strachan, D.D., York; Rev. J. G. Weagant, Williamsburg; Rev. R. Leeming, Ancaster; Rev. W. Sampson, Grimsby; Rev. J. Leeds, Brockville and Augusta; Rev. M. Harris, Perth; Rev. W. McCaulay, Hamilton; Rev. J. Thompson, Cavan and Port Hope; Rev. J. Stoughton, Fredricksburg and Ernesttown; Rev. R. Rolph, Amherstburg; Rev. W. Leeming, Chippawa.

Chaplains to the forces: Rev. W. C. Frith, L.L.D., Kingston; Rev. B. B. Stevens, Fort George.

#### THE NEXT LIST GIVEN

in this almanac is also one of professional men, namely, barristers and attorneys. As a pretty general rule the lawyers in any town or country greatly exceed in number the clergy, but seventy-five years ago such does not appear to have been the case in Upper Canada at any rate, as there were but thirty-eight members of the legal profession in the entire Province.

"The names of the commissioners in whom were vested the estates of certain traitors and also of persons declared aliens" were these:—James Baby, George Crookshaw, James Macaulay, William Allan, Grant Powell and Peter Robinson. J. B. Macaulay was clerk and Joseph Wells was special receiver. The last named official was far better known as Colonel Wells. He belonged formerly to the 43rd Regiment and had seen hard service in the Peninsular war. He was at the Battle of Badajoz, receiving the gold medal for his distinguished services. He resided in a large two-storey, rough-cast house overlooking the city on Davenport hill, some few hundred yards from where now runs Spadina road. The house is still standing and in excellent preservation. Col. Wells' eldest son was also an officer in the army, belonging to the 1st Royals, and did gallant service in the Crimea. It is related of him that when a boy at Upper Canada College, during the troublous period of



1837, he organized and drilled a company of cadets drawn from the pupils attending that school. These embryo warriors were not armed with anything more formidable than broomsticks, nevertheless it is on record that they offered their services to Sir Francis Bond Head "to assist in the suppression of the rebellion." It is almost needless to say that the offer was DECLINED WITH THANKS.

After the names of these commissioners comes a list of doctors who formed the first Medical Board in Upper Canada, under an Act of the Imperial Parliament passed two years previously. They were James Macaulay, Christopher Widmer, William Lyons, Robert Kerr, William Warren Baldwin and Grant Powell, with William Lee as secretary.

In 1819 Land Boards were appointed throughout the Province, among the members were the Roman Catholic Bishop McDonell, Adiel Sherwood, Thomas Markland, G. H. Markland, Walter Boswell, J. G. Bethune, Rev. W. Macaulay, Francis Baby and many other well-known names.

A complete list of magistrates for the whole of the province follows. There were 316 in all, divided among ten districts. Following these are the names of the commissioners appointed to "administer the oath of allegiance," the officials in the Surrogate and District courts, the sheriffs, treasurers and Clerks of the Peace in the several districts, together with the names of the inspectors of shop and tavern licenses, and the collectors of customs.

An interesting table is that giving the names of the various "District School Masters." Among them all

THERE IS NOT A SINGLE NAME which is not a Canadian household word. They were these:—

Eastern district, Rev. J. Leeds; Johnstown district, Rev. J. Bethune; Midland district, Rev. J. Wilson; Newcastle district, Rev. W. Macaulay; Home district, Ven. Jno. Strachan, D.D.; Gore district, Rev. R. Leeming; Niagara district, Rev. J. Burns; London district, Rev. J. Mitchell; Western district, Rev. W. Merrill.

The civil service list concludes with the names of the registrars of counties, coroners, the public notaries, the licensed deputy surveyors and the "inspectors of beef, pork, flour, pot and pearl ashes."

Glancing for a moment at the names of those men who formed the Medical Board the first given, that of James Macaulay, demands some notice. His career began with the regime of Governor Simcoe. He was a member of the Lieutenant-Governor's staff, and then became Inspector-General of

Hospitals. Subsequently he was appointed to the newly formed Medical Board, of which HE WAS THE SENIOR MEMBER.

Dr. Macaulay was a Scotchman, born in 1759, and entered the army as surgeon to the 33rd Regiment about 1785. Afterwards he became surgeon to the Queen's Rangers of which corps Simcoe was Lieutenant-Colonel. Dr. Macaulay left the army when the Rangers were disbanded and took up his residence in a cottage house to the south of where now stands Holy Trinity Church. It was almost opposite the southern transept of the church and remained standing until about 1849 when it was destroyed by fire. It was known as Teraulay Cottage, and there Dr. Macaulay died January 1st, 1822. The *York Observer* thus chronicles the event:—

"It becomes our painful duty to communicate to the readers the decease of Dr. Macaulay of this town. In the death of this truly valued member of society, charity has lost its best supporter and the unfortunate emigrants their best friend. He was ever ready to wait upon and relieve the forlorn strangers, not only with his medicine but his purse."

It is wholly needless to say anything respecting Dr. Widmer; he has been described at length on previous occasions. Dr. Lyons was a MILITARY SURGEON, as was also Dr. Kerr. The former was on the staff, and the latter had been surgeon to Sir John Johnson's regiment raised during the war of Independence. Dr. Kerr married a sister of Captain Brant and had several children; he died in March, 1824, in his sixtieth year. Of Dr. Baldwin it is as needless to speak as of Dr. Widmer, not because there is nothing to say, but because it has been told already.

Dr. Grant Powell was a son of Chief Justice Powell, and was born in England in 1759. He came to York during the war of 1812, and was appointed surgeon to the Incorporated Militia, in which he served throughout the entire war. On peace being proclaimed, he was awarded a pension of £200 a year for life. He soon afterwards retired from practice, and became clerk to the House of Assembly. In 1820 he was appointed judge of the Home District, and still later clerk to the Legislative Council. He died, aged sixty years, June 12th, 1838.

The secretary, Dr. Lee, had also seen a great deal of military service in the 49th and 24th regiments. On leaving the army at the close of the war of 1812, he was appointed to the honorable, if not very lucrative, position of "Gentleman

"USHER OF THE BLACK ROD" to the Legislative Council. He died in York

July 1st, 1833, aged 70 years.

After the various officials comes the Militia Lists. The following are the names of the staff in Upper Canada and of the various regiments:—

Adj.-Gen. Colonel Nathaniel Coffin; Clerk, Lieut. Samson; Q.-M.-Gen. Lieut. Colonel Robert Nichol; Deputy Paymaster-General, Alexander McDonell; General Agent for paying Militia Pensioners, E. McMahon.

The regiments enrolled were:—Prescott, 1st Glengarry, 2nd Glengarry, 3rd Glengarry; Stormont, Dundas, 1st Grenville, 2nd Grenville, 1st Leeds, 2nd Leeds; Frontenac, Addington, Lennox, Prince Edward, Hastings, Northumberland, Durham, 1st York, 2nd York, 3rd York, 4th York, 1st Gore, 2nd Gore; Independent Companies—Grand River, 1st Lincoln, 2nd Lincoln, 3rd Lincoln, 4th Lincoln, 1st Norfolk, 2nd Norfolk, Oxford, Middlesex, 1st Essex, 2nd Essex, Kent.

#### OUR LOCAL REGIMENTS WERE

the 1st, 2d and 3d York, the following is a complete list of the officers, with very few exceptions the names given being those of men representing families who reside to this day in or near Toronto.

1st York Lieut.-Col. Peter Robinson, Major Dennis Fitzgerald.

Cpts. John Arnold, James Mustard, Jeremiah Travers, James Fenwick, John Button, Nathaniel Gamble, James Miles, William Macklem, George Mustard and George Shultz.

Lieutenants—Lodowick Weidman, Andrew Thomson, Henry Pingle, George Lemon, Arad Smally, Andrew Borland, William Roe, \*William Marr; John H. Samson, Adjt.

Ensigns—Samuel Foster, Reuben Kennedy, Asa Smalley, William Travers, Richard Graham, William Wilson, Thomas Wilson, James Marsh, John Wilson.

Cornet—\*Francis Button.

2nd York—Colonel, William Allan; Lieut.-Col. Stephen Heward; Major, John Beverley Robinson.

Captains—John Playter, George Ridout, Eli Playter, Edward MacMahon, William Smith, James Macaulay, D'Arcy Boulton, James Chewett, Daniel Brook, Andrew Mercer.

Lieutenants—Isaac Secor, John Karr, Edward W. Thomson, William B. Robinson, John Claus, Andrew W. Warffe, Thomas Cooper, Robert Anderson, Henry J. Boulton, James E. Small.

Ensigns—John Gamble, A. S. Thompson, George Hamilton, Robert Dickson, William Dickson, William Jarvis, Richard Brooke, William Proudfoot, John Munro, Francis Leys, Adjt. George Duggan.

3rd York—Colonel, James Givins, Lieut.-Col. James Fitz Gibbon, Major John Beikie.

Captains—Thomas Merrigold, William Thompson, John Scarlett, Benjamin Geale, Frederick Starr Jarvis, William Birdsell, Daniel Brooke, sen., Allan N. McNabb, Clifton Jackson, Joseph Carter.

Lieutenants—Thomas Humberstone, Chas. Denison, George T. Denison, Thomas Denison, George Shaw, Robert Gray, John Beatty, John Lyons, George Sheehan, Alexander Chewett, Simon Kemp, Adj.

Ensigns—David Shaw, James McNabb, Allan Robinette, Aaron Silverthorne, James Farr, Bernard Turquand, William Crookshank, Lambert F. Brooke, Thomas Merrigold, Joseph Price.

Quartermaster—John Murchison.

\*Were officers of cavalry troops.

From the following table it will be seen that in 1821 the entire population of the Province only amounted to a little more than half the number of people now resident in Toronto alone. Very probably there are some slight errors in the figures, but they are substantially correct:

#### THE POPULATION.

Glengarry.....	5,782
Stormont.....	4,571
Dundas.....	2,197
Russell.....	107
Prescott.....	1,567
Grenville.....	4,373
Leeds.....	6,722
Carleton.....	3,698
Frontenac (exclusive of the Town of Kingston).....	2,901
Town of Kingston.....	1,880
Lennox and Addington.....	5,724
Hastings.....	2,520
Prince Edward.....	6,079
Northumberland.....	4,322
Durham.....	1,783
Simcoe.....	148
York (exclusive of the Town of York).....	9,593
Town of York.....	1,240
Lincoln.....	13,787
Wentworth.....	4,959
Halton.....	4,796
Norfolk.....	4,178
Oxford.....	2,455
Middlesex.....	5,243
Kent.....	1,624
Essex.....	3,732

164,982

In conclusion hearty thanks are given to Mr. Alexander Manning, by whose kindness this old almanac has been lent for our purpose.

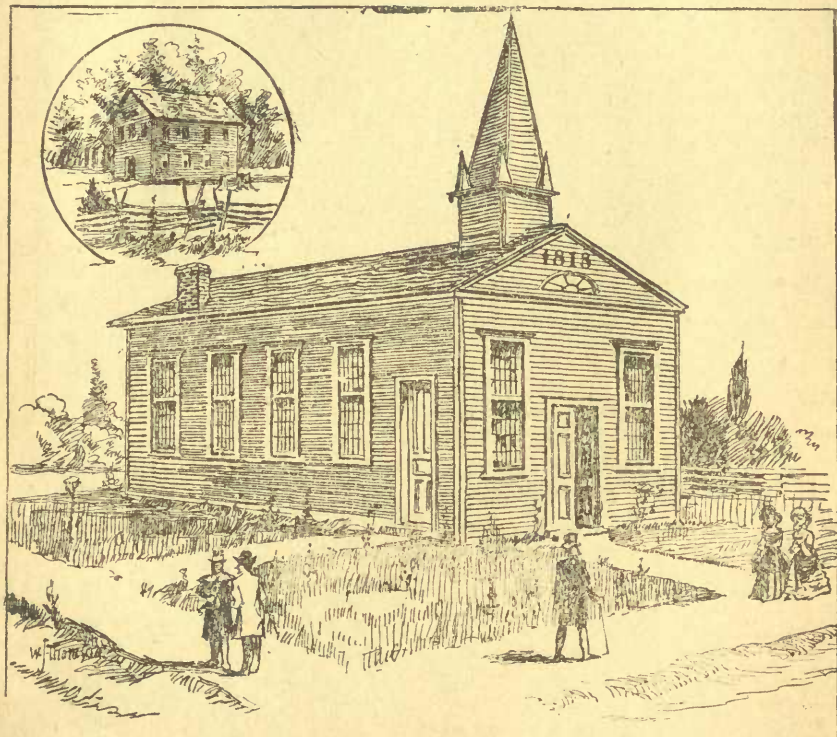


CHAPTER CCLXXXII.  
OLD ST. JAMES.

**The First Building—Alterations and Enlargements—Surviving Members of the Congregation.**

The first Anglican church erected in Toronto was built in 1803, and was little more

A reproduction of the interior of the building is also given. The large pew at the southern end of the building, which is surmounted by the royal arms, was that of the Lieutenant Governor, while the first of the three large square pews, just underneath the pulpit, was that set apart for members of the Legislature. When the alterations were finally completed, the outer windows



FIRST ANGLICAN CHURCH ERECTED IN TORONTO.

than a "meeting house," constructed of wood, standing on the same site as the present St. James Cathedral does, but, unlike that edifice, which runs north and south, it faced east and west, which, according to the ideas obtaining among Anglicans, Roman Catholics and followers of the Greek Church, is the only way in which a church should be built. A cut of the first building is given in this issue, as is also one of what the building was like after its enlargement in 1818, under the direction of the venerable Archdeacon John Strachan, the then rector of York, he having succeeded Archdeacon G. O'Keil Stewart in 1811.

had circular heads given to them, and galleries, which do not appear to ever have been used much, were also added.

The benches at the back of the pews were then used by such of the soldiers of the garrison as attended the services of the Anglican Church.

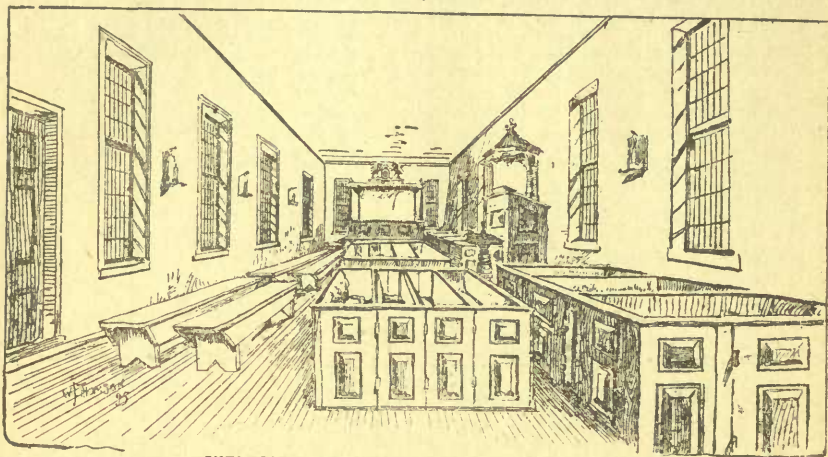
This edifice remained in use until 1830, when it was replaced by a stone building. The pulpit was removed to the Anglican church in Scarborough, where it is still to be seen.

There are not many of those who worshipped in the building from 1818 to 1830 now living, though Dr. Scadding, Hons. G.

W. Allan and John Peverley Robinson, Mr. Clarke Gamble, Mr. William Helliwell, of Highland Creek; Colonel D'Arcy Boulton, of Cobourg; Colonel R. B. Denison, Mr. J. A. Scarlett, and perhaps half a dozen others are still with us (1894).

Latin for fifth. This, though a somewhat pretty conceit, is far fetched and not at all probable.

There is yet another derivation given, and that is found in the Imperial Library, Paris, where Quinte is spelt "Kanti," "Kinti" and "Kinto," which is the



INTERIOR VIEW OF FIRST ANGLICAN CHURCH.

#### CHAPTER CCLXXXIII. SOME CANADIAN NAMES.

##### Interesting Particulars Why Some Well-Known Places were So Called.

There have been many disputes on the question of how the Bay of Quinte derived its name, and also not a few interesting conjectures on the same subject. Originally the name appears to have been Con Bay, or the Bay of Con. This is a Mohawk word, of which the meaning is not known.

The present name of Quinte is generally believed to be taken from Colonel Quinte, commander of the French troops at Niagara, where he was defeated by the English forces in the war which ended with the capitulation of Quebec and the death of Wolfe. Defeated at Niagara Quinte, always in dread of and pursued by the Indians, retreated by Burlington bay, Fort Rouille and along the western shore of Lake Ontario to the point still known as Stickney's Hill, on the west of the bay, where he perished sadly from cold and exposure.

Another statement made regarding the derivation of the name is that it was so called from being the fifth of five bays, namely Lower Picton, Hay, the Reach and Upper Bay, and that it should be *Quinta*, which is the feminine form in

name of a branch of the Seneca Indians who separated from the main body, taking the name of Kanti, and who are said to have had their hunting grounds on the shores of the Bay of Quinte.

The Mississauga tribe of Indians who inhabited this portion of Ontario were so called because at or near this particular point were many outlets or streams of water. The Credit, Humber, Don and others.

In 1688 Lake Ontario is said to have been known by the Indians at Skanadone, the derivation of which is not known. Lake Huron was called Merdouce, and Erie, Okswego.

#### CHAPTER CCLXXXIV. THE ISLAND BLOCK HOUSE.

##### Some Particulars of the Old Building—Its Destruction and Removal.

"Hardly a man is now alive who remembers that famous day and year."

The War of 1812 to newspaper readers of the present day, is now a matter of very ancient history, not that no interest is taken in the matter, but it is "such a long time ago" to the majority of people, that its events fail to create the interest that those do connected with the North-west expedition



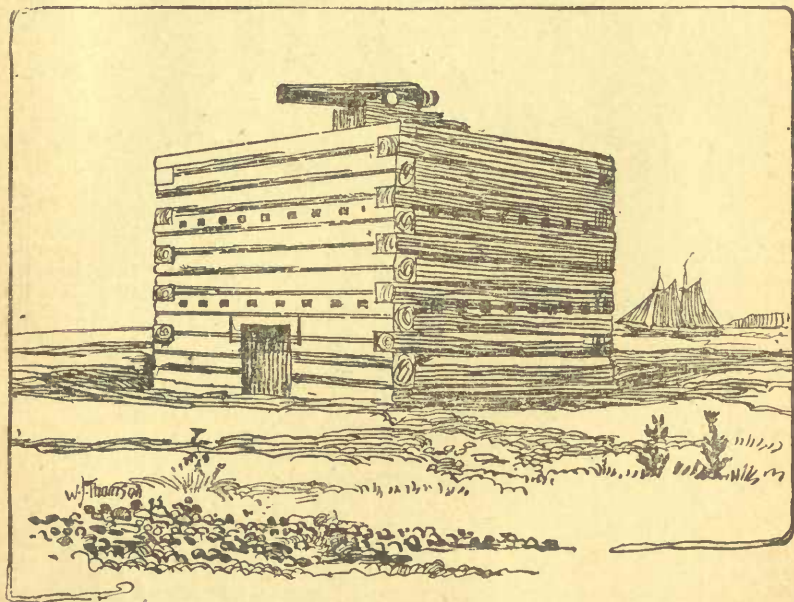
of 1885, the Fenian raid of 1866, or even the Rebellion of 1837-38.

The cut given to-day of an old fortification erected very early in the century upon the spot where now stands Hanlan's Hotel at the Island, and which was demolished nearly three score and ten years since, takes us back to a very early period in the history of the city.

This old "Block House" was built of pine logs, squared to about 10 inches, and dovetailed the one into the other at the corners of the building. The roof was of the same sized timber as the walls, and the interstices of both walls and roof were filled in with mortar.

in all probability it still remains, if one only knew where to look for it.

There are scarcely any persons now alive who took any part in the terrible events of 1812 and the three following years. One aged veteran who has nearly completed his century, is known to reside in Montreal, and there are two survivors, one being a lady, of the capture of York, in 1813. The Island block house saw, though it was powerless to avert, the capture of York, and met its own extinction some 13 years later. The contractors for its removal were Joseph Bloore, after whom the well-known thoroughfare is called, and Geo.



THE ISLAND BLOCK HOUSE, 1814.

The block house was about 25 feet square in its exterior measurement, and the roof was about 14 feet from the ground. Thereon was mounted a 24-pounder cannon, which, being on a swivel truck, could be turned in any direction. During the War of 1812 no mention is ever made of this fort being engaged with the enemy, and in the articles of capitulation of York, in 1813, it is not referred to even by inference. It was probably found to be of no use whatever as a means of protecting York harbor, for in 1826 or 1827 it was taken down and its solitary piece of ordinance transferred to Quebec, where

Cooper, who from very modest beginnings, by ceaseless energy and perseverance, amassed a large fortune, and died some 20 years since at a very great age. He resided for many years in a large farm-house standing in the angle formed by Bloor and Dundas sts., about 100 yards north of the former and east of the latter. Later he removed to a handsome brick house on Davenport Hill, overlooking the city. There he died after many years of usefulness.

Still living hearty and vigorous at Highland Creek is William Helliwell, who saw Cooper and Bloore take the old and useless block house down, and

with the exception of Mr. Clarke Gamble, Dr. Scadding and, it may be, one or two others in the city, he is the only person now alive who has any recollection whatever of it.

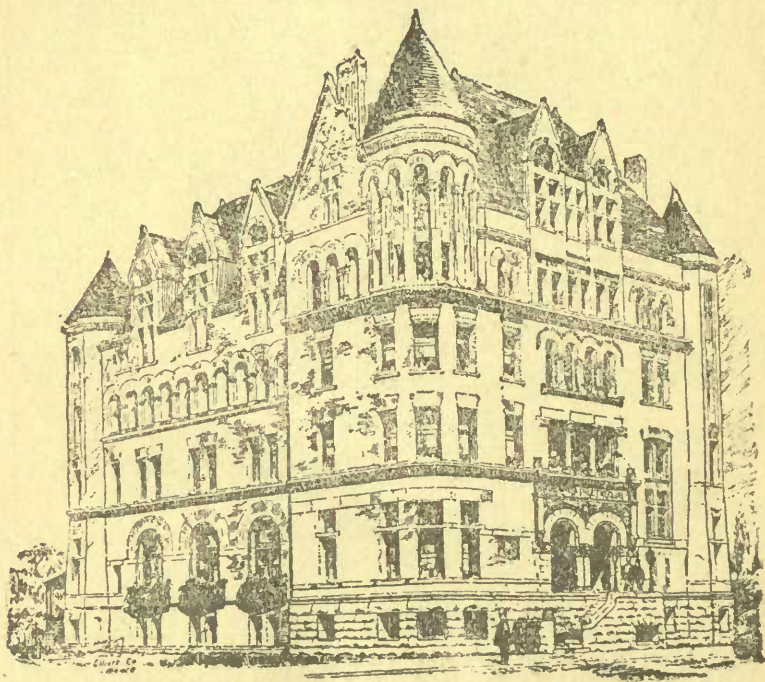
#### CHAPTER CCLXXXV.

#### HOME OF THE TRIPLE "V."

**Something of the History of and the Work Being Done by Toronto Athletic Club.**

That supremacy which is conceded to the English and their forbears is by no means wholly due to the race's mental qualities. It would be unwarranted to claim for the

tal strength—we have some of them. But there are few who steadily may maintain intellectual strain without the reinforcement of blood and bone. The saying of Wellington when he saw the Eton boys at their play is trite but apposite. Not many of our great men have lived without having, at some time, taken an active interest in athletics. Canadian men and Canadian boys think much of the sound body, not as much as of the sound mind, perhaps, but they do not forget that the machine must be in working order if the needle is to point true. The time was when grown-up men thought it unbusiness-like or unmanly to broaden their chests and to



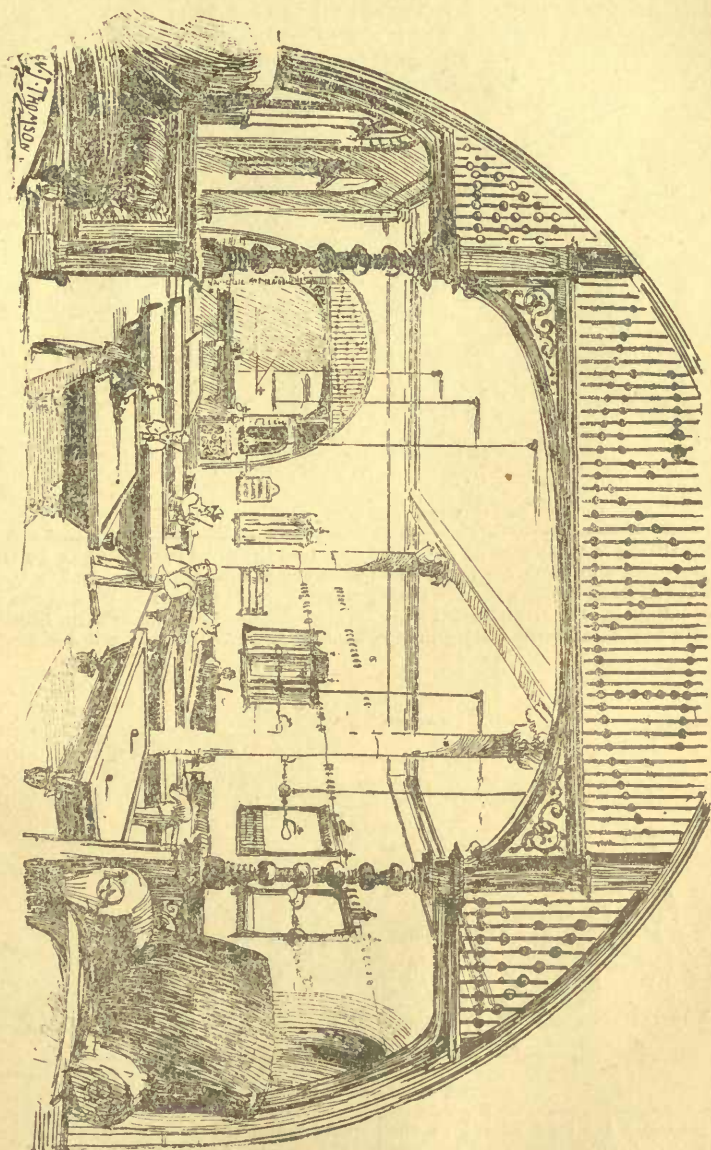
TORONTO ATHLETIC CLUB.

Anglo-Saxon people any great intellectual pre-eminence. Other peoples there are which need yield nothing to ours in pure brain-strength—many there have been and some there are now that have a larger regard for what philosophers call the intellectual life.

It is the happy combination of bodily and mental powers that has placed the Anglo-Saxons in the front rank of the nations. Men can be physically strong without men-

thicken their muscles. That generation, with a few misguided exceptions, has passed away. The man who disapproves of athletics is hard to find nowadays. Should business or age prevent his active participation therein, he seldom lets slip an opportunity of seeing others simultaneously building up brain and brawn. A Saturday afternoon in summer-time liberates thousands of men and boys who seek the level field, or the country road, or the lake's

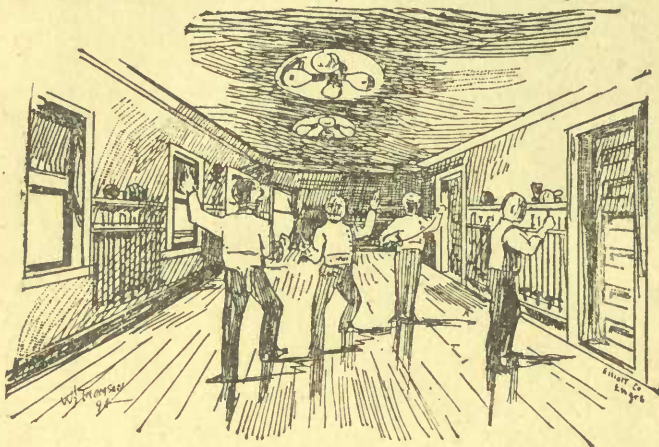




THE BILLIARD ROOM.

broad expanse, there to indulge in their favorite sport. When winter comes the choice of amusements is lessened. What with skating, hockey or curling, the lusty athlete need not let time hang heavy on his

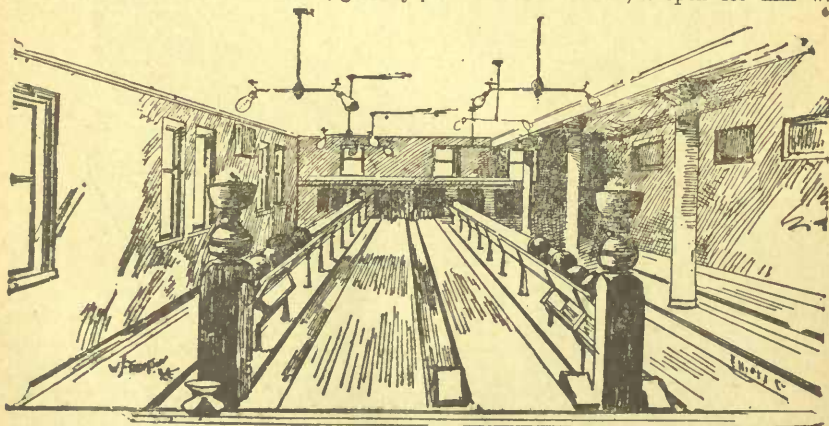
throws its broad doors open. The green clothed billiard tables are ready for those whose delight it is to push the clicking ivory globes. The bowling alleys are ready for the men, who strong of arm and keen of



WITH THE FENCERS.

hands. But there are those who do not care for these exercises, and there are those who fear to risk the chills and colds which are their inseparable adjuncts. For these Toronto has a home. She has an athletic club, grandly

eye, toss the great lignum vitae balls with accuracy and certitude. And — how the young Torontonians of fifty years ago would stare—the huge swimming bath, filled with summer warm water, is open for him who



THE BOWLING ALLEYS.

equipped, managed by men who love the cause of strengthening their fellows, and manned by a thousand and more of brawny young Canadians. For these, unlike their predecessors of fifty years ago, there is no lack of winter sport. The great gymnasium

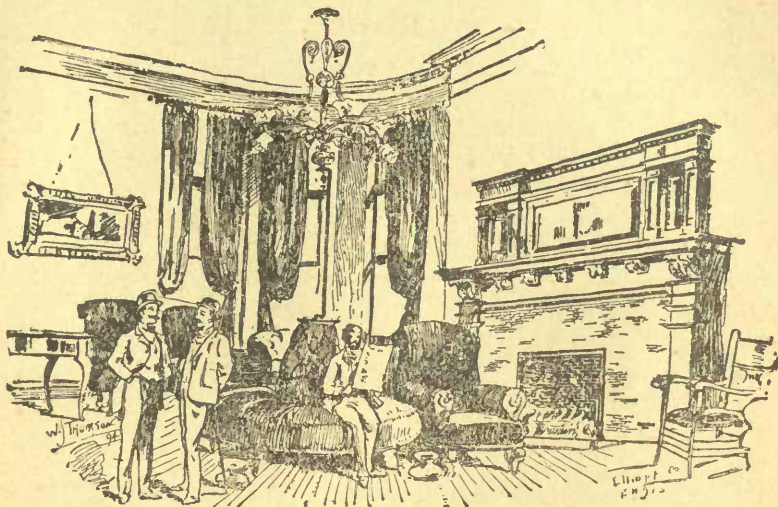
would breast old Ontario's transferred wave.

It was in April, of 1890 that Capt. C. Greville Harston, then of the Royal Grenadiers, happened to be in C. C. Robinson's jewellery shop on Yonge street. Mr. Robinson for years was one of Toronto's lacrosse



cracks. That was in the early days of the game in Toronto. His companions at the game were slim young fellows who now are fathers of families, and who now have run so much to adipose tissue as in old days they were

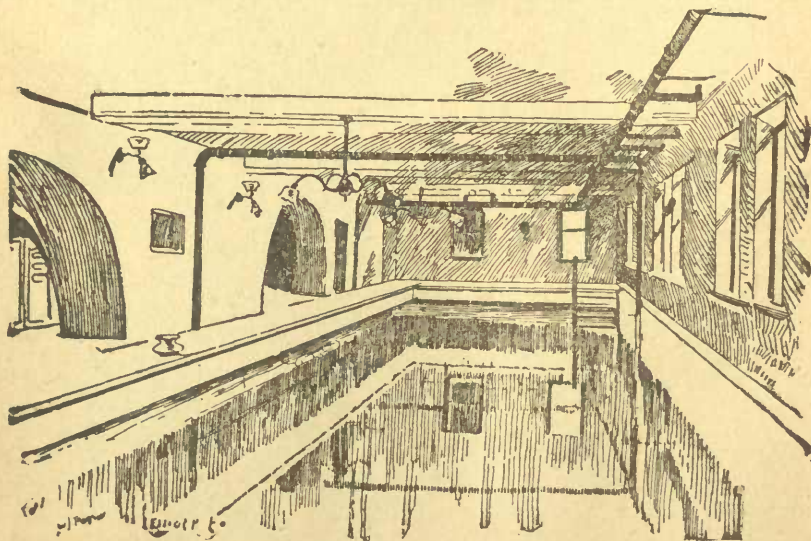
and sportsmen. Mr. Massey and his friend lamented the fact that Toronto, unlike Montreal, possessed no athletic club. An effort had been made to organize one, but the gentlemen interviewed had been re-



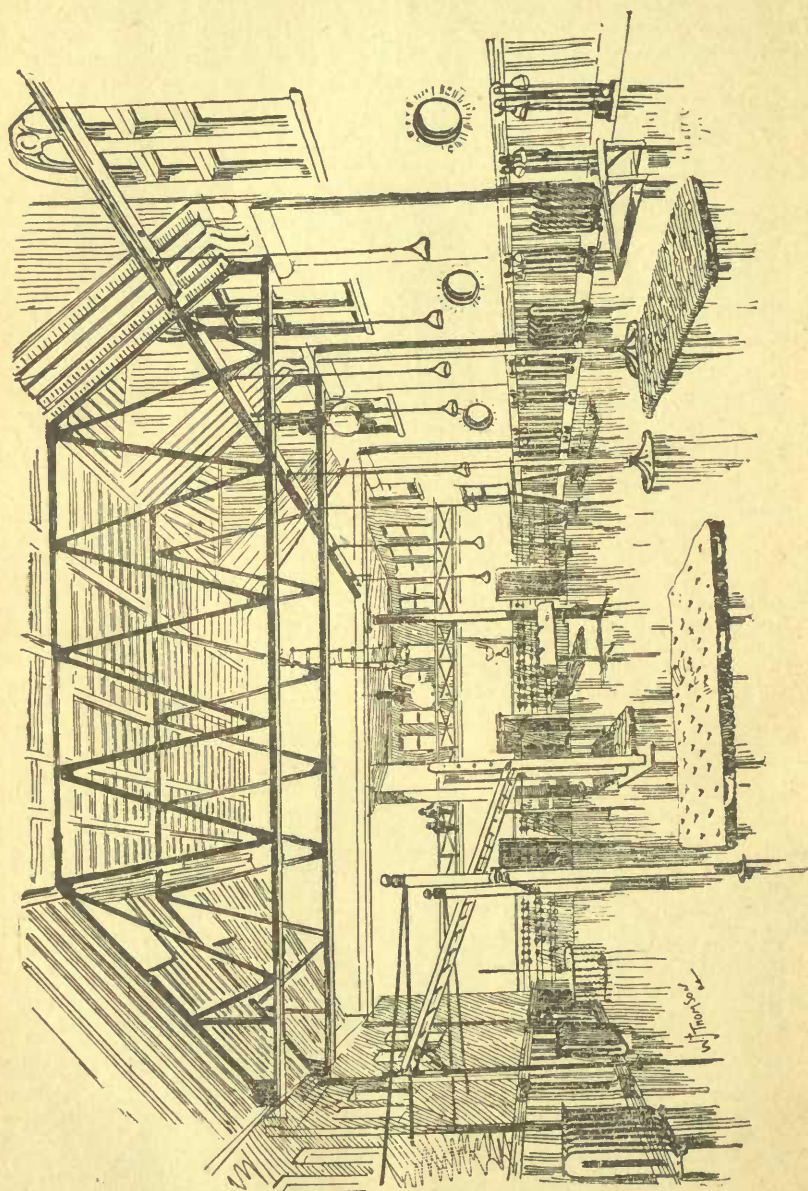
THE SMOKING ROOM.

lean-flanked and long-winded. One of these was Captain John Massey, a man whose name needs no introduction to the city's amateur sportsmen. The talk was of sport

luctant to participate in a matter of such magnitude as the plan requisitely would be. Mr. Massey disinterred from a pigeon-hole behind him a roll of paper, and showed



THE BIG PLUNGE.

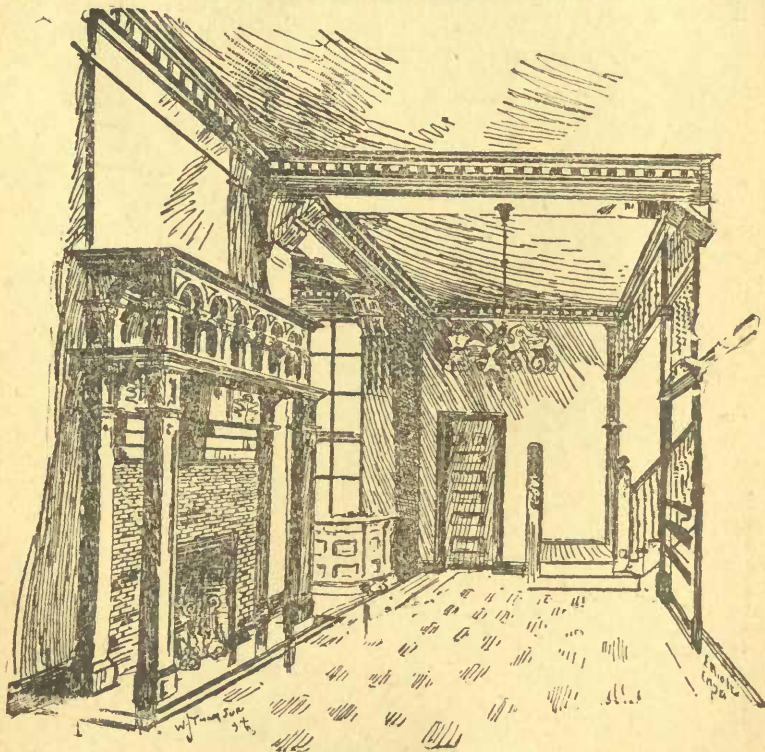


THE GYMNASIUM.



to Capt. Harston, the stock-list—meagrely filled up — of a club which he and others had thought of forming. Business cares had prevented Mr. C. H. Nelson, Mr. Massey and the gentlemen interested from going into the matter extensively, and Mr. Massey suggested to Mr. Harston that he try his luck with the stock sheet. A ready consent was given, and Capt. Harston, who had plenty of time on his hands, started out canvassing. The other

Each had made a record for himself in some branch of sport. As Mr. Nelson is accustomed to say, the material was there; all that was necessary was someone to start the good work. Mr. Massey interested many members of the Toronto Lacrosse Club in the plan, and although an exodus from the old Rosedale grounds was inevitable many of the members of the club took stock in the new organization. Prof. Gold-



INNER VESTIBULE.

gentlemen interested continued to work. Mr. Nelson, to whom belongs the honor of having proposed the organization of the club, labored amongst the merchants, Mr. Charles Hunter, now of the Standard Life Insurance Company, looked after the bankers, and Capt. Harston canvassed the young men who were to form the rank and file and active membership of the club. Three more earnest or more successful advocates of the scheme could not have been found. Each knew hundreds of prospective members.

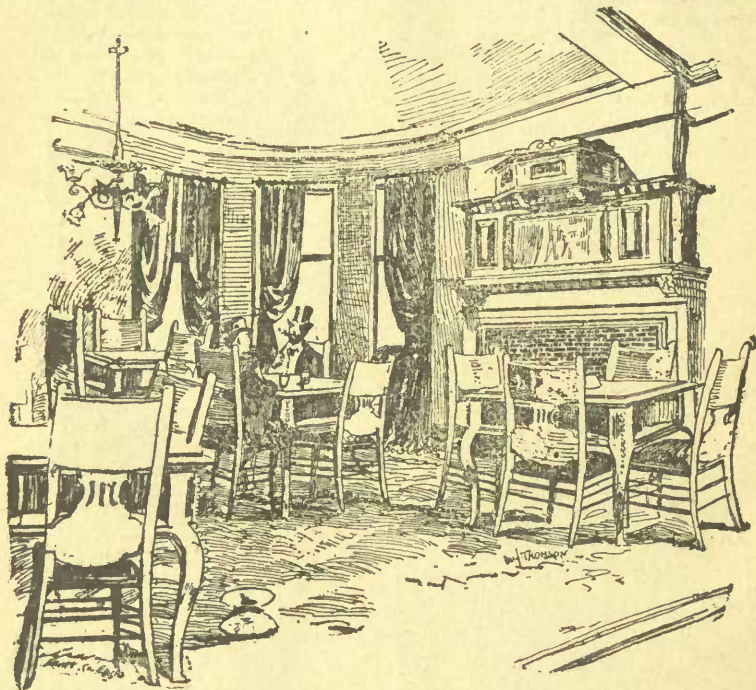
win Smith, than whom the cause of athletics has no more earnest or more valuable advocate, speedily became interested, and began that course of enthusiasm and liberality which has stood the club in such good stead.

It was in November, 1890, that the first meeting of gentlemen interested in the T.A.C. was held. There were present Hon. John Beverley Robinson, Messrs. C. H. Nelson, John Massey, W. D. Langmuir and C. Greville Harston. A provisional Board of

Directors was formed with these gentlemen as members:—Hon. John Beverley Robinson, Wm. Mulock, M. P., C. H. Nelson, John Massey, W. D. Langmuir, John I. Davidson, E. B. Osler, T. C. Patteson, John Henderson. Most of these gentlemen have continued their interest in the club, and still serve as directors.

On Feb. 19, 1891, the provisional directors met, and the report of the canvassers was handed in. It was reported that in all \$47,000 worth of stock had been taken up, and it was decided to apply to the

the property on College street owned by Hon. Beverley Robinson, was acquired, and in September tenders were called for, the building not to exceed in cost more than \$60,000. The ceremony of turning the first sod took place Sept. 11, upon which occasion Mr. Goldwin Smith delivered a speech which will long be remembered by those who were fortunate enough to hear it. The first tenders for the building were not satisfactory, and others were called for and accepted. The total cost of the structure was estimated at \$72,000, but, as buildings usually do, the



A COSY CORNER.

Ontario Government for a charter. This was obtained in the following April, when Mr. E. J. Lennox's plans for a club house were accepted, with some modifications. The first annual meeting was held May 21 when these directors were elected:—Hon. John Beverley Robinson, Dr. Larratt Smith, Messrs. E. B. Osler, C. H. Nelson, W. T. Jennings, Jas. Murray, John Henderson, Capt. McGee, Chas. Hunter, J. B. Murray, Senator Ferguson, Dr. Goldwin Smith. Sir Adam Wilson shortly afterwards joined the Board. In August, 1891, Sleepy Hollow,

completed edifice cost considerably more than this amount. The work of placing stock went on, and when, on Jan. 23, of last year, the formal opening took place, there were fifteen hundred stockholders. By May, 1894, there were 882 members, and when the year closed the membership list bore 1,101 names. Since the opening of the present year 115 new members have been enrolled, and 47 resignations have been handed in.

The Toronto Athletic Club is in reality an association of a dozen or so of other organi-



zations. All are equal, and all have the same representation on the directorate, not numerically, but in point of influence. There are committees to look after the various sports, and each of these committees has for chairman one of the T. A. C. directors. By this means the claims of every branch are certain to be presented to the directorate. Among the clubs enrolled are the Toronto Bicycle Club, the Toronto Fencing Club, the Toronto Lawn Tennis Club, the Osgoode Hall Athletic Clubs, and some thirty-five of the playing members of the Toronto Lacrosse Club. Negotiations are now on foot by which the Toronto Cricket Club may become affiliated. The cricketers' grounds are in close proximity to the T. A. C., and the advantages which accrue from

Indoors, the large gymnasium is fitted up with all of the newest appliances. The instructor, Prof. W. W. Taylor, is a well-known gymnast. The billiard room possesses nine tables, all except one being of Canadian manufacture. The policy of purchasing goods manufactured in this country was followed wherever practicable. Most of the carpets and all of the furniture were bought in Canada. The whole equipment cost about \$14,000. So it may easily be figured up that the amount invested in this home of athletics is by no means small.

It is the hope of the directors that the rolls will show a membership of 1,500 by the end of the year. No young man—or old man, for that matter—whose moral character is good, need fear the disqualifying black



COMMITTEE ROOM.

amalgamation would seem to be obvious.

The ladies, too, are not forgotten by the directors. The club now numbers some sixty-seven lady members, who have their own rooms entirely separate from the men's portion of the building. Within these forbidden portals the fair athletes may participate to their hearts' content in health giving gymnastics or the grace-endowing sport of fencing.

The club's grounds are two acres in extent, part of which is under lease from Hon. Mr. Robinson. Here are laid out no less than thirteen tennis courts and two bowling greens. There is also a clay and cinder bicycle track, measuring seven laps to the mile. It is confidently expected that, with its new courts, the Toronto Lawn Tennis Club will possess one of the best grounds on the continent.

ball. The club has been erected for the betterment of athletics, and the social line is not held to be of paramount importance.

Hon. John Beverley Robinson has been re-elected president for 1895, and the various committees are as follows:—

Billiards—J. E. Ellis, E. W. Phillips, W. G. McClelland and P. A. Manning. Bowling—R. K. Sproule, J. B. Kay, Geo. Begg and A. W. Ridout. Gymnasium—E. H. Walsh, G. H. Muntz, J. W. Watt and T. Burnside. Fencing—Dr. Peters, A. D. Cartwright, H. V. Jones and H. B. Brough. Boxing—J. F. Edgar, L. Pemberton, Hume Blake and G. M. Young. Swimming—John Hargratt, P. Bath, D. Mitchell and C. Andros. Rink—E. A. Thompson, D. Muir, Geo. S. Lyon and J. Gilmore. Lawn Bowling—J. W. Corcoran, J. Spooner, R. K. Sproule and Judge Kingsmill. Whist—Forsyth Frant, E. W. Phillips, J. Buchanan and C. H. Grantham. House Committee—C. H. Anderson, R. A. Robinson, H. B. Brough and P. Manning.

## CHAPTER COLXXXVI

## THE ROYAL CANADIANS.

**Reminiscences of the Early Days of the 100th P.W.R.C.R.—By One Who Served Therein.**

It is now (1895) thirty-seven years since authority was given by the Imperial authorities in England to Sir Edmund Walker Head, the then Governor-General of Upper and Lower Canada to raise a regiment of infantry for general service in the dominions of her Majesty. There had been colonial corps in plenty previously, among them the Glengarry Fencibles of Canada who did such gallant service in the war of 1812, the Newfoundland regiment of veterans, the Ceylon Rifle Regiment, the Cape Mounted Rifles, the Royal Canadian Rifles, (disbanded in 1871, after an existence of about thirty years) and others of less importance. But all these various military organizations were enrolled strictly for service in the colonies where they were raised, and they could not have been used for any other purpose than the defence and maintenance of order in their own country.

The 100th, or Prince of Wales' Royal Canadian Regiment was different in constitution from all those which have been mentioned. It was to be part and parcel of the Queen's infantry of the line, and was to serve wherever the authorities might order it to go.

The movement excited great enthusiasm in Upper Canada, though a fair proportion of recruits were obtained in the lower province. Crimean memories were still fresh in the minds of every one, the Indian mutiny was not yet quelled, and it was more than hinted that the 100th would be given the opportunity to assist in restoring order in the vast peninsula of the East.

The whole of the men who formed the 100th regiment were enlisted in Canada, and among its officers one major, five captains, eight lieutenants and five ensigns were chosen from Canada to receive commissions.

The Majority was filled by the appointment of Alexander Roberts Dunn, who had formerly been in the 11th Hussars, where, in the famous charge of the Light Brigade, he won the Victoria Cross for his conspicuous bravery. When peace was declared in 1856, Dunn left the army, dissatisfied with some slight or imaginary slight that had been put upon him. He was residing in Toronto when the 100th was in course of formation, and as he by his own exertions enlisted 200 men, he became junior major. He was born in Toronto, being a son of Hon. John Henry Dunn, the some-

time Receiver-General. Dunn avenue in Parkdale is called after him. His end was a sad one, he being accidentally shot while on active service in Abyssinia in 1867 with the 33rd Regiment into which he had exchanged.

The captains, each of whom raised eighty men, were John Clarke, T. W. Smythe, George Macartney, C. J. Clark and R. C. Price. Of these only Captain Smythe, who came from Brockville, now survives. He is a colonel on the retired list and resides, or did till very recently, in Dover, England. Capt. John Clarke was for some years in Toronto in command of the depot of the 100th. On its withdrawal he exchanged into the R. C. Rifles and died in this city about twenty-five years since. Captain Macartney came from Paris, Ont., where he was the postmaster, he died in London, England, in 1887.

Captain C. J. Clark exchanged into the 57th Regiment, serving for several years in India prior to his death, and Captain Price died in Gibraltar, where he is buried, in 1861.

Among the lieutenants, John Fletcher, C. H. Carriere, H. T. Duchesnay and Brown Wallis are still extant. Mr. Fletcher resides in Quebec; after retiring from the 100th he served as D. A. G. for many years in the Canadian militia. Mr. Carriere is a professional man in Ottawa and Mr. Wallis a member of the Canadian civil service. Mr. Duchesnay, now Lieutenant-Colonel, is a D. A. G. of Militia in the province of Quebec.

The remainder of the Canadian lieutenants were L. A. Casault, who commanded one of the Canadian regiments of militia which were sent to the Red River, under Colonel Wolseley in 1870. He retired from the 100th in 1866. Lieut. Colonel Casault received the order of C. M. G. for his services in the North-west, but died very soon after the return of the expedition. L. C. A. de Bellefeuille, Philip Derbishire and A. E. Rykert are all gone, the latter so far back as 1860. He was one of the well-known St. Catharines family, and was a man of exceptionally good abilities. He was educated at U. C. College and Trinity University, and had his health not failed he would undoubtedly have made his mark in the army.

Of the ensigns, who were John Gibbs Ridout, H. E. Davidson, T. H. Baldwin, C. A. Boulton and W. P. Clarke, all with the exception of Mr. Baldwin, who died in 1862, survive. John Gibbs Ridout is here in Toronto, interested in law and logic, photography and archaeology, the Canadian Institute and the Dogs' Home, and able to enjoy the recollection that he was



head of the staff college in England in 1865. H. E. Davidson is a colonel on half pay in England; he exchanged into the 19th Regiment, the second battalion of which he commanded for four years. Subsequently he commanded the Brigade Depot at Richmond, Yorkshire; since then he has been awaiting further employment. He was a most popular officer in the 100th, also in the 19th, being known among the men as "Our Harry." C. A. Boulton retired from the 100th as captain in 1867. Since then his career as Canadian cavalry officer during the troubles of 1885, and his subsequent elevation to the Dominion Senate is well known. W. P. Clarke left the 100th as lieutenant in 1866. He has since pursued an honorable career in the North-west.

The officer chosen to command the 100th regiment was, as is well known, Colonel George de Rottenburg, C.B. He died at Windsor, England, a year ago. Full particulars of his life and services were given at the time and need not be recapitulated. He too was a Canadian by birth, but had 40 years service when he took command of the Royal Canadians.

The remainder of the officers appointed to the 100th were from English regiments, and as this paper is not a history of the regiment, but merely a reminiscence of those Canadians who were among its first officers, their careers need not to be referred to.

## CHAPTER CCLXXXVII. CAPTURE OF DETROIT.

### The War of 1812—Brock's Demand for the Surrender of Detroit—The Capitulation —The Original Deed.

The story of the capitulation of Fort Detroit under Major-General Hull, of the United States army, to Major-General Brock, commanding the British troops in Upper Canada, which took place on August 16, 1812, when the war of 1812-14 was but two months old, has often been related. Though the story is an old one, it is always read and remembered with interest, and the facsimiles of the articles of capitulation which are reproduced from the original documents themselves, kindly lent by Mr. Christopher Robinson, of Beverley House, will be studied with pleasure by all those who are interested in the history of their country.

On August 15, 1812, General Brock had his headquarters at Sandwich, and from there addressed to General Hull, who was in command of the United States forces on the opposite side, a peremptory demand "for the immediate surrender of

Fort Detroit," this summons being conveyed by Captain Glegg, who was on the staff of Brock. General Hull declined to see Captain Glegg, though he detained him some hours, and then replied as follows:

"Headquarters, Detroit, Aug. 15, 1812.

"I have received your letter of this date. I have no other reply to make than to inform you that I am prepared to meet any force that may be at your disposal, and any consequences which may result from any exertion of it you may think proper to make.

W. HULL, Brigadier-General,  
Commanding N.W. Army U.S."

A cannonade was at once commenced by Brock from a five-gun battery erected opposite Detroit, but was soon discontinued and orders given to the troops that the attack was to be resumed on the following day. Accordingly at 6 a.m. on August 16 the bombardment recommenced, and Brock's troops, in all about 1,000 men, were preparing to cross the river, when a flag of truce was sent from Hull, with a letter.

The following is a transcript of the document:

"Detroit, Aug. 16, 1812.

"General Brock,

"I propose a cessation of hostilities for one hour to open a negotiation for the Surrender of Detroit.

"Yours, etc.,

"WM. HULL,  
"B. Genl. Commg."

Accompanying the articles of capitulation, is a well executed plan of the Fort, drawn January 12, 1812.

The foot-note on the bottom of the plan reads:—

"Not knowing the dimensions of the various parts of the work, it was impossible to lay it down by any scale. It is, however, hoped it will be sufficient to give a general idea of its strength and of the range of its guns."

After the flag of truce was sent, Hull indited the following explanatory epistle. It is simply an amplification of the one sent with the flag:—

Detroit, 16th Aug., 1812.

Sir,—The object of the Flag, which passed the River, was to propose a cessation of hostilities for one hour for the purpose of entering into a negotiation for the Surrender of Detroit.

Yours, etc.,

WM. HULL, B.-Gen'l.,  
Com'g.

Gen'l Brock.

It is a somewhat singular circumstance that of all those who signed those articles not one served throughout the entire war. The United States officers were, of course, precluded from doing so through

Toronto 16<sup>th</sup> Aug<sup>r</sup> 1812

Genl. Proctor -

I propose a resolution  
 of thanks for our  
 to the association for  
 the removal of the

I am Dr. Wm. Hall  
 Wm. Hall

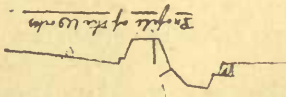
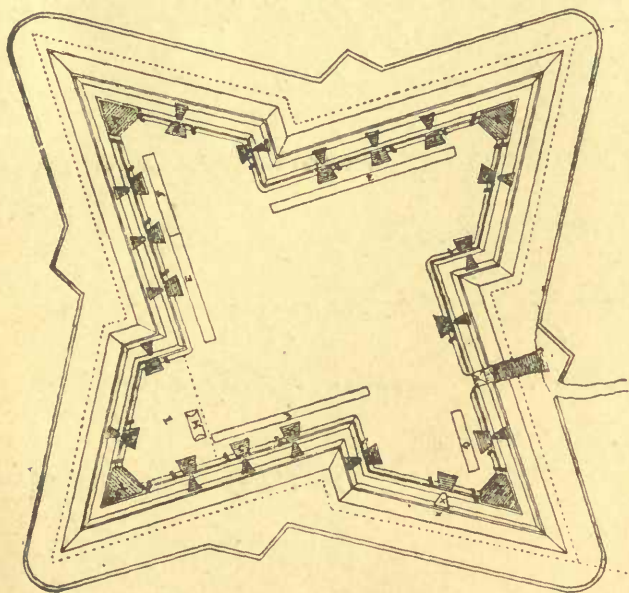


their terms of their parole. Brock and Macdonnell fell just two months later at Queenston Heights, and Major Glegg was

documents exact fac similes are given, reads as follows:—

Camp at Detroit, 16th August, 1812.

*Reference*  
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 24 feet, C  
 6 feet in 2nd ramp, D  
 Banks, E  
 5 feet, F  
 Cannon, G  
 Powder Magazine, H  
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 Bombardment, J  
 Light Battery, K  
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 Platform, ZM  
 Platform, ZN  
 Platform, ZO  
 Platform, ZP  
 Platform, ZQ  
 Platform, ZR  
 Platform, ZS  
 Platform, ZT  
 Platform, ZU  
 Platform, ZV  
 Platform, ZW  
 Platform, ZX  
 Platform, ZY  
 Platform, ZZ



Not knowing the dimensions of the various parts of the works it was impossible to lay it down by any scale, it is however supposed to be  
 of sufficient strength, and of the ramp of its guns.

FAC SIMILE OF THE PLAN OF THE FORT.

ordered on other service before peace was concluded.

The text of the capitulations, of which

Capitulation for the surrender of Fort Detroit, entered into between Major-General Brock, commanding His Brit-

annick Majesty's forces on the one part, and Brigadier-General Hull, commanding the North-Western Army of the United States on the other part.

1st. Fort Detroit, with all the troops, regular as well as militia, will be immediately surrendered to the British forces under the command of Major-Gen-

3rd. Private persons and property of every description will be respected.

4th. His Excellency Brigadier General Hull having expressed a desire that a detachment from the State of Ohio on its way to join his army, as well as one sent from Fort Detroit under the command of Colonel McArthur, should be included in

*Detroit 16<sup>th</sup> Aug<sup>r</sup> 1812.*

*Sir -*

*The object of the Flag, which  
bore the Union, was to propose  
a cessation of hostilities for one  
hour, for the purpose of  
entering into a negotiation  
for the surrender of Detroit -*

*Yours D<sup>y</sup> Wm. Hull B. Genl  
Carr -*

*Genl Mackin*

FAC SIMILE OF EXPLANATORY LETTER.

eral Brock, and will be considered Prisoners of war, with the exception of such of the Militia of the Michigan territory who have not joined the army.

2nd. All public stores, arms and public documents, including everything else of a public nature, will be immediately given up.

the above capitulation, it is accordingly agreed to. It is, however, to be understood that such part of the Ohio Militia as have not joined the army will be permitted to return to their homes on condition that they will not serve during the war, their arms, however, will be delivered up if belonging to the Public.



from the State of Ohio on its way to join his  
army as well as one sent from Fort Detroit

Original  
Articles of Capitulation

For Detroit

Camp at Detroit 15<sup>th</sup> August 1812

Capitulation for the surrender of Fort Detroit entered into between Major General Brock Commanding his Britannick Majestys forces on the one part - and Brigadier General Hull commanding the North Western army of the United States on the other part -

1<sup>st</sup> Fort Detroit with all the troops regular as well as militia will be immediately surrendered to the British forces under the command of Major General Brock and will be considered Prisoners of war, with the exception of such of the Militia of the Michigan territory who have not ~~joined~~ joined the army

2<sup>o</sup> All public stores arms and all public documents including every thing else of a public nature will be immediately given up.

3<sup>o</sup> Private persons & property of every description will be respected -

4<sup>th</sup> His Excellency Brigadier General Hull

having expressed a desire that a detachment from the State of Ohio ought way to join his army as well as one sent from Fort Detroit under the command of Colonel Barther should be included in the above capitulation - it is accordingly agreed to - It is however to be understood that such part of the Ohio Militia as have not joined the army - will be permitted to return to their homes - on condition that they will not serve during the war - their arms however will be delivered up - if belonging to the Public -



5<sup>th</sup> The Garrison will march out at the  
hour of twelve o'clock this day - and the  
British forces ~~will take~~ immediate  
possession of the Fort.

approved

Wm. B. Genl. & Comd.  
the N. W. Army

Approved

Genl. Brooke

Major General I. Knapp Col 4

Comd. 1 Regt. Michigan  
Militia

Maidenly 1st Militia

P. A. S. C.

W. H. Legg Major 1st

James Miller Lt Col 5<sup>th</sup>

U. S. Infy





Camp at Detroit, August 17, 1862  
I understand that each part of the  
Ohio Militia, as ~~a~~ ~~of~~ ~~the~~  
~~companies~~ have not joined the army.

Camp at Detroit 16 August 1812

Capitulation for the surrender of  
Fort Detroit entered into between Major  
General Brock commanding His Britannic  
Majesty's forces on the one part - and  
Burgess General Hull commander the  
North Western army of the United States  
on the other part.

1<sup>st</sup> Fort Detroit with all the troops  
regular and militia will be  
immediately surrendered to the  
British forces under the command  
of Major General Brock and  
will be considered prisoners of war  
with the exception of such of the  
Militia of the Michigan territory  
as have not ~~yet~~ joined the army.

2<sup>d</sup> All public stores, arms and all  
public documents including every  
thing else of a public nature will  
be immediately given up.

3<sup>d</sup> Private persons and property of  
every description will be respected -



3. Private persons and property of every description will be respected -

4<sup>th</sup> His Excellency Brigadier General.

Will having expressed a desire that a detachment <sup>from the State of Ohio</sup> on its way to join his army - ~~as~~ as early as convenient sent out from Fort Detroit under the command of Colonel McArthur should be included in the above capitulation - it is accordingly agreed to - It is however to be understood that such part of the Ohio Militia as ~~are~~ ~~companies~~ have not joined the army

will be permitted to return to their homes - on condition that they will not serve during the war - their arms however to be delivered up - if belonging to the public.

5<sup>th</sup> The Garrison will march out at the hour of 12 of clock this day. & the British forces will take <sup>immediate</sup> possession of the fort -

{ Mardon St Col Militia  
P. A. D.  
W. H. H. H. H. H.  
A. C.

James Miller St Col 5<sup>th</sup>  
10<sup>th</sup> July

Approved

W. H. H. H. H. H.

Com. J. A. W. Army.

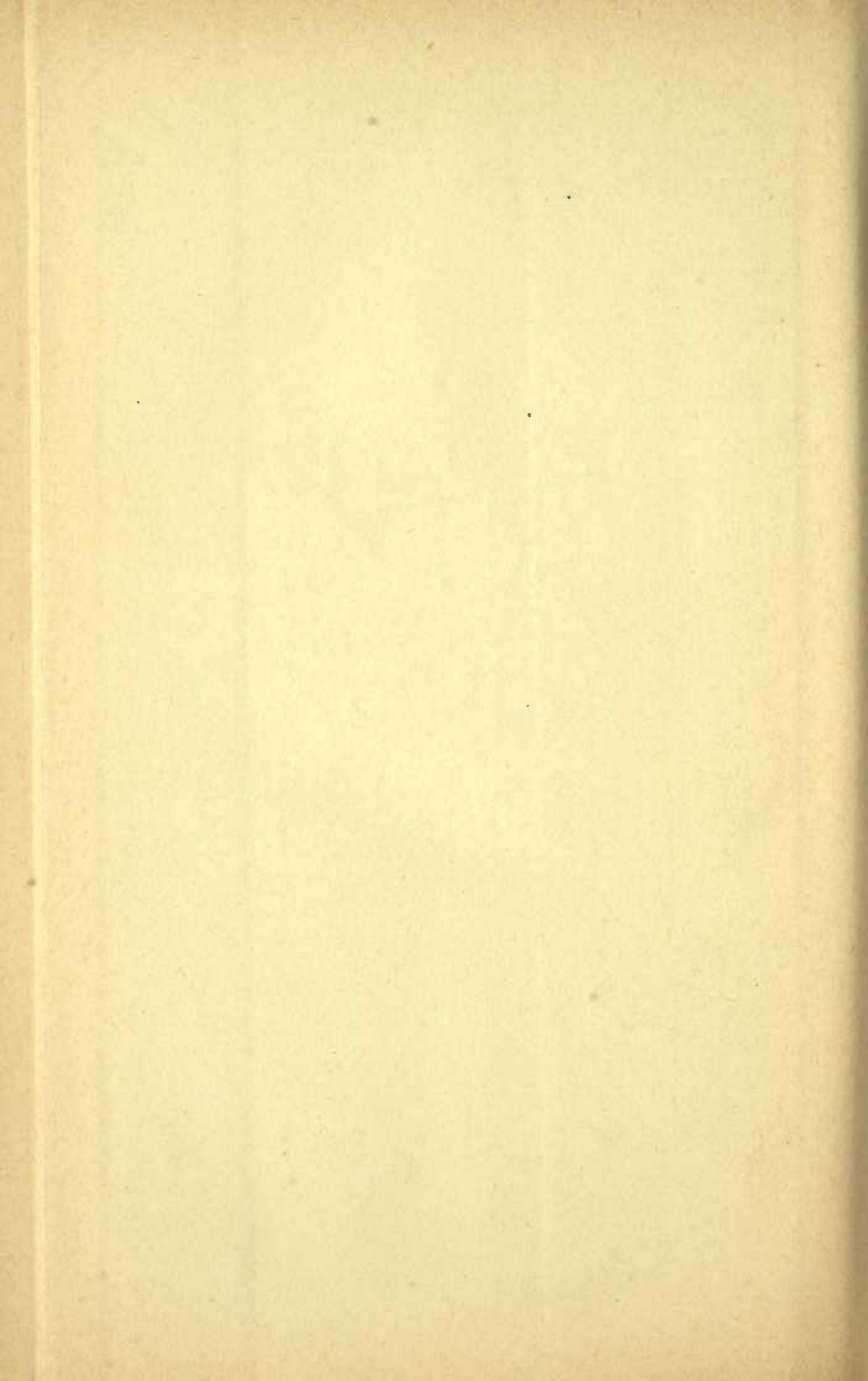
E. H. H. H. H. H.

1. Regt. Michigan  
Militia

Approved

W. H. H. H. H. H.

Major General





5th. The Garrison will march out at the hour of twelve o'clock this day and the British forces will take immediate possession of the Fort.

I. MACDONELL, Lt. Col. Militia, P.A.D.C.

I. B. GLEGG, Major A.D.C.

JAMES MILLER, Lt. Col. 5th U. S. Inf'ty.

E. BURCH, Colonel, Com'g 1st Reg.

Approved. Michigan Militia.

W. HULL, B. Gen'l Com'g the N.W. Army.

Approved. ISAAC BROOK, Major General.

General Hull proposed several additions to the articles of capitulation, which reads thus:—

"Additions proposed by General Hull.

"All British subjects who have taken protection under the American Government to sustain no injury in consequence thereof.

"No person of this Army to be considered otherwise than as a prisoner of war.

"The Army to march out of the garri-

positions proposed by Genl. Hull  
The American soldiers to be permitted to  
go to their respective houses, and not to leave  
their ~~arms and baggage~~ —  
All British subjects, who have taken protection  
under the American Government, to sustain  
no injury in consequence thereof —  
No person of this Army, to be considered otherwise  
than as a Prisoner of war —  
The army to march out of the Garrison with  
the honors of war, and ~~the~~ every individual  
to be protected against the Indians —

An article supplementary to the supplemental article of the  
 Capitulation, concludes at Detroit the 16<sup>th</sup> of August.  
 AD 1812 - - -

It is further agreed, that the Officers and Soldiers  
 of the Michigan, <sup>Militia</sup> & Volunteers, under the Command of  
 Major Withersell, shall be placed on the same principles  
 as the Ohio Militia & Volunteers, are placed by the  
 Supplemental Article of the 18<sup>th</sup> inst. - - -

Wm. B. George  
 Major General  
 U. S. Army



An article to  
Capitalation,  
16<sup>th</sup> of August,

It is a  
soldiers of the  
volunteers the<sup>to</sup>  
their respective<sup>at</sup>  
they are not, ~~to~~  
~~White State~~  
unless, <sup>they are</sup> exchange,

more now or expect  
before signing

B

W.A.

An article supplemental to the articles of  
Capitulation, concluded at Detroit the  
16<sup>th</sup> of August 1812,

It is agreed that the officers and  
soldiers of the Ohio Militia and  
volunteers shall be permitted to proceed to  
their respective homes on this condition that  
they are not to serve ~~in the army of the~~  
~~United States~~ during the present war  
unless <sup>they are</sup> exchanged -

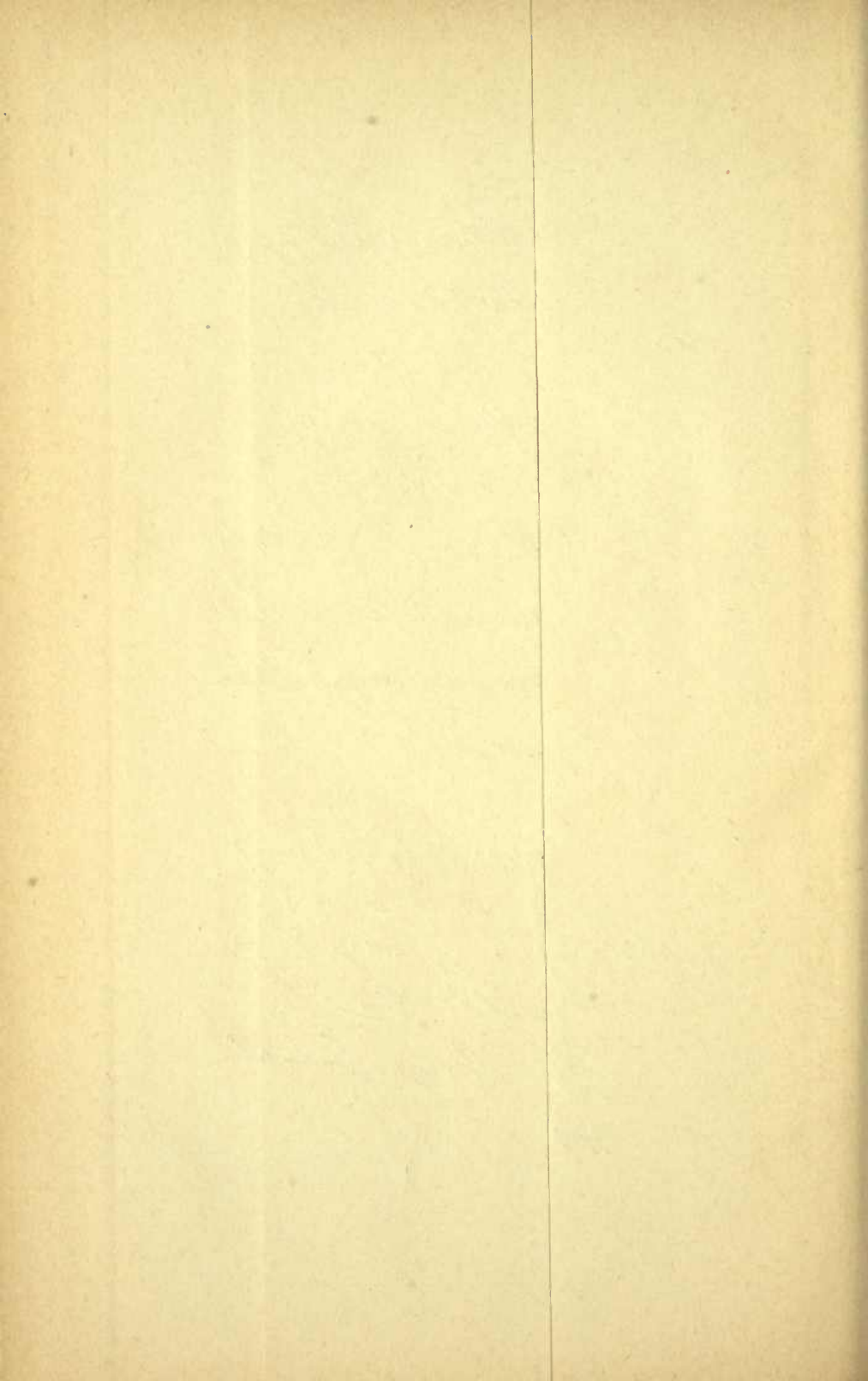
Wm B. Genl Comdg  
A. W. Army

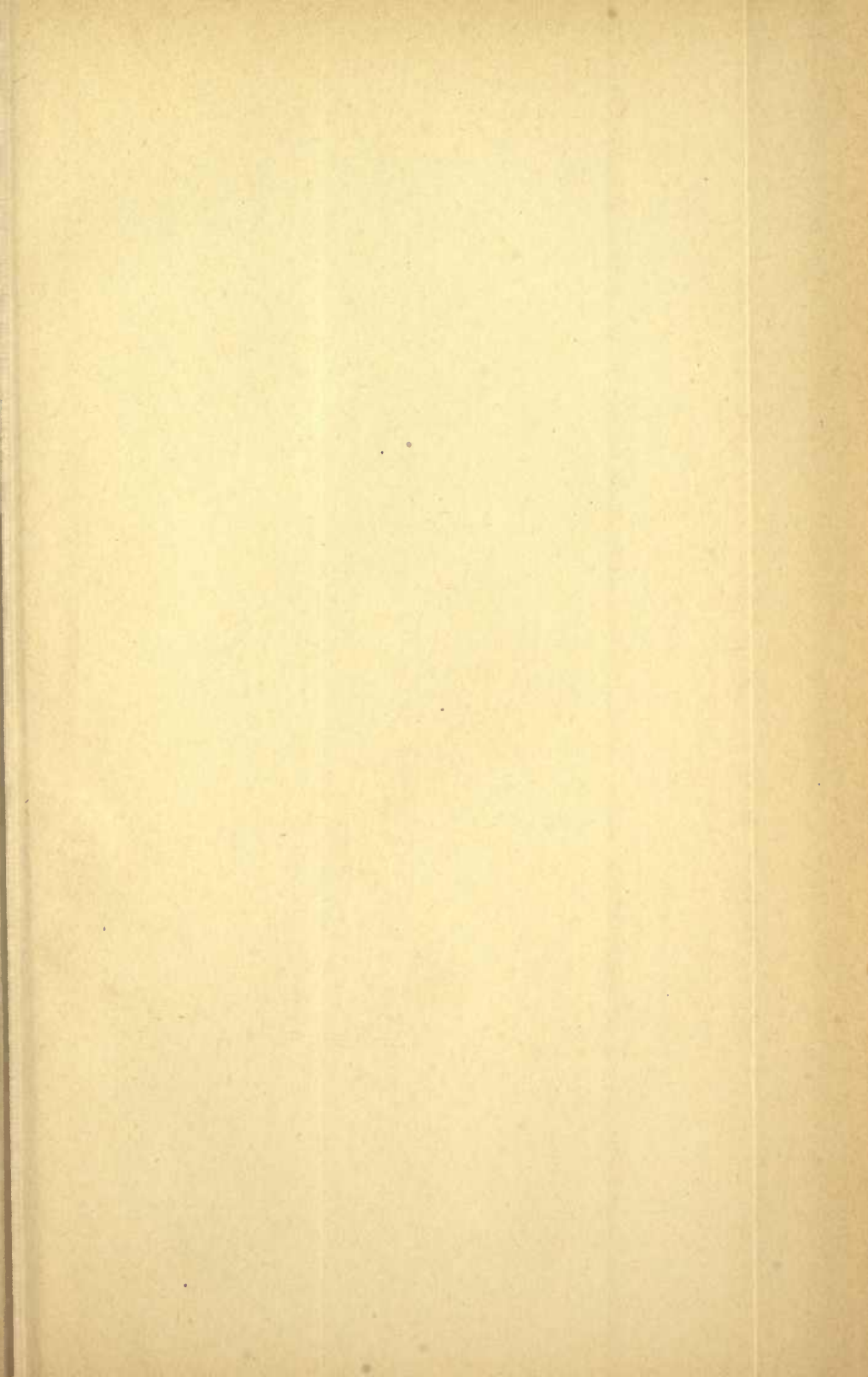
- U. S. -  
James Smith  
Major General

more words expunged  
before signing

B  
H.A.









# Proclamation

By Isaac Brock, Esq., Major General  
commanding His Majesty's forces in the  
Province of Upper Canada &c. &c.  
&c. -

Whereas the territory of  
Michigan was this day by capitulation  
ceded to the arms of His Britannic  
Majesty without any other condition than  
the protection of private property - and bearing  
to give an early proof of the moderation &  
justice of the Government, I do hereby  
announce to all the inhabitants of the said  
territory that the laws <sup>heretofore</sup> in existence ~~at the~~  
shall continue in force until His Majesty's  
pleasure be known - as long as the <sup>peace</sup> safety  
of the said territory will admit thereof. and  
I do hereby also declare & make known to the  
said inhabitants that they shall be protected  
in the full exercise & enjoyment of their  
Religion - Of which all persons both  
civil and military will take notice  
and govern themselves accordingly.

All persons having in their possession  
or having any knowledge of any public  
property shall forthwith deliver in the same  
or give notice thereof to the Officers commanding  
the Artillery Regiment who are hereby duly  
authorized to receive & give proper receipts  
for the same

Officers of Militia will be  
held responsible that all arms in possession  
of Militia men be immediately delivered  
up - and all individuals whatever who  
have in their possession arms of any kind  
will deliver them up without delay.

Given under my hand and  
Seal at Detroit this sixteenth  
day of August 1812. and in  
the fifty second year of His  
Majesty's reign -

Isaac Brock  
Major General

be ~~not~~ collected into one army any.  
authorities to receive & give proper receipt  
for the same

Officers of Militia will be  
held responsible that all arms in possession  
of children are be immediately delivered  
up - and all individuals who have or who  
have in their possession arms of any kind  
will deliver them up without delay.

Those under arms and  
placed at Bedford the 1st  
day of August 1892 and on  
the 1st day of August 1892  
Magistrate's office -

Wm. Smith  
Magistrate



son with the honours of war, and every individual to be protected against the Indians."

The drift of the first and second of these proposed additions was to protect those men belonging to Hull's army who were of British birth, from the penalty

motive appears to have been to "let himself down" as easily as possible.

The two following supplemental articles were added, though referring to the Ohio and Michigan militia:—

Transcribed, these two documents read thus:

*J. B. Guerin*  
*Report*

August 16 1812

My dear Brothers  
and friends—

Rejoice at my good fortune, and join me in prayers to Heaven, I send you a copy of my hearty note to Sir George. I hasten to answer your Pa<sup>r</sup> of the latitude of this very important Post—2500 troops have this day surrounded the town of War, and about 25 pieces of ordnance have been taken, without the sacrifice of a drop of British blood—I had not more than 900 troops including militia and about 7000 lbs. to accomplish this service. When I detail my good fortune your Pa<sup>r</sup> will be astonished—I have been admirably supported by Island Brothers the whole of my staff, and I may justly say every individual under my command.

Let me hear you are all united and

happy

Yours &c—

This was kindly sent to me in March 1846 by F. B. Suberly, as an interesting autograph of his uncle, Major Gen. Sir Isaac Brock. J. B. K.

#### FAC SIMILE OF GEN. BROCK'S LETTER TO FRIENDS IN ENGLAND.

enforced upon those who are guilty of taking up arms against their own countrymen. Hull evidently thought the first addition not sufficiently comprehensive, so added the second. Neither was accepted. The last proposed addition was simply an impossible one to accede to. Hull's

An article supplemental to the articles of capitulation concluded at Detroit, the 16th of August, 1812.

It is agreed that the officers and soldiers of the Ohio militia and volunteers shall be permitted to proceed to their respective homes on this condition, that

they are not to serve \* during the present war unless they are exchanged.

W. HULL, B. General,

Commanding N.W. Army U.S.

ISAAC BROCK, Major-General.

\*Seven words expunged before signing.

I. B.

W. H.

The supplementary article refers to the Michigan militia, and its terms are identical with the first.

Consequent upon the capture of Detroit, Brock published a proclamation to the people of that city and the State of Michigan regarding what would be required of them. As will be seen, it was concise, and said in plain words what had to be done by all concerned.

The following is the text of the proclamation. It will be noticed that in the subscription the words "and seal" have been obliterated, that it simply reads, "Given under my hand," with the date, followed by the signature of the victorious general:

#### PROCLAMATION.

By Isaac Brock, Esquire, Major-General, commanding His Majesty's forces in the Province of Upper Canada, &c., &c., &c.

Whereas the territory of Michigan was this day by capitulation ceded to the arms of His Britannick Majesty without any other condition than the protection of private property—and wishing to give an early proof of the moderation of justice of the Government, I do hereby announce to all the inhabitants of the said territory that the laws heretofore in existence shall continue in force until His Majesty's pleasure be known—or so long as the peace, safety of the said territory will admit thereof. And I do hereby also declare and make known to the said inhabitants that they shall be protected in the full exercise and enjoyment of their religion—Of which all persons both civil and military will take notice and govern themselves accordingly.

All persons having in their possession or having any knowledge of any public property shall forthwith deliver in the same or give notice thereof to the officer commanding or Lt.-Col. Nichol, who are hereby duly authorized to receive and give paper receipts for the same.

Officers of militia will be held responsible that all arms in possession of militia-men be immediately delivered up, and all individuals whatever who have in their possession arms of any kind will deliver them up without delay.

Given under my hand \* \* \* at Detroit, this sixteenth day of August, 1812, and in the fifty-second year of His Majesty's reign.

ISAAC BROCK, Major-General.

Contemporaneously with his proclamation, Sir Isaac Brock indited a hasty note to his brothers in England.

The greater portion of this letter is merely a repetition of Brock's despatch to Sir George Prevost. It reads thus:

Headquarters,

Detroit, August 16, 1812.

My Dear Brothers and Friends,

Rejoice at my good fortune and join me in prayers to Heaven. I send you a copy of my hasty note to Sir George.

"I hasten to apprise your Excellency of the capture of this very important Post. 2,500 troops have this day surrendered Prisoners of War, and about 25 pieces of ordnance have been taken without the sacrifice of a drop of British blood. I had not more than 700 troops, including Militia and about 700 Indians, to accomplish this service. When I detail my good fortune, your Excellency will be astonished. I have been admirably supported by Colonel Proctor, the whole of my staff, and I may justly say every individual under my command."

Let me hear you are all united and happy.

ISAAC B----

The following foot-note to General Brock's letter was added by the late Sir J. B. Robinson:

"This," meaning the original letter, "was kindly sent to me in March, 1846, by F. B. Tupper, Esq., as an interesting autograph of his uncle, Major-General Sir Isaac Brock."

J. B. R.

To make this sketch complete, there are here given reproductions of the endorsements on the various documents. The duplicates of the treaty of capitulation are thus endorsed:

*Capitulation  
for the surrender of  
Fort Detroit*

*16<sup>th</sup> August 1812*

*Capitulation  
for the surrender of  
Fort Detroit*

*16<sup>th</sup> August 1812*



As will be seen, these are all but identical in every respect.

The supplemental articles were also endorsed, apparently by the same person, thus:

*Supplemental  
& additional  
articles to the articles  
of Capitulation for  
the surrender of  
Fort Detroit  
15<sup>th</sup> August 1812*

There are various other endorsements, of which fac-simile representations are here given. The last of these three is in the handwriting of Sir John Beverley Robinson:

*Proclamation  
to the Inhabitants of  
Detroit - 16 Aug<sup>r</sup> 1812*

*surrendered by  
M<sup>r</sup>. Genl. Hull U.S. Army  
to  
M<sup>r</sup>. Genl. Sir Isaac Brock.*

*Sir Isaac Brock's  
letter announcing the  
Capture of Fort Detroit  
15 Aug<sup>r</sup> 1812,*

In concluding this history of the capture of Detroit, the kindness of Mr. Christopher Robinson, Q.C., son of the late chief justice, in placing at the dis-




















posal of The Evening Telegram the original documents relating to this great event in Canadian history, is heartily and respectfully acknowledged.

# CHAPTER CCLXXXVIII. TORONTO'S ASSESSMENT.

How It has Grown—Increased Over 600 per cent. in 25 Years—Early Assessments—Three Different Methods.

Like the sturdy oak in the forest, which sprang from the tiny acorn, Toronto, the

broad, aristocratic avenues, its grand public buildings and educational institutions, its unsurpassed school system, its stately private mansions and its grand commercial and shipping facilities, glories in a small beginning. Toronto, which at the present time embraces within its boundaries territory extending over

1867		\$ 23,727,203
1868		24,673,673
1869		26,207,698
1870		26,995,751
1871		29,277,135
1872		32,644,612
1873		45,285,035
1874		43,562,512
1875		46,506,280
1876		47,150,362
1877		47,614,393
1878		49,053,765
1879		49,752,492
1880		50,166,639
1881		53,540,910
1882		55,954,899
1883		61,944,663
1884		66,192,311
1885		68,957,706
1886		72,187,665
1887		83,259,533
1888		98,514,463
1889		114,632,017
1890		136,887,328
1891		147,032,589
1892		151,068,840
1893		150,833,796
1894		150,766,739
1895		146,338,684

## GROWTH OF TORONTO'S ASSESSMENT

great convention city of Canada, the pride of Ontario, can to-day, in all its splendour and magnificence, with its 16 1-2 square miles, was originally a very small place. The first town plot was in the form of a parallelogram.



lying within the limits of Ontario street on the east, George street on the west, Duchess street on the north and Front street on the south. That was antecedent to 1797, in which year President Russell issued an official order for the enlargement of the town, then known as York. Westward the star of empire took its course, and in 1798 the western city limit had extended to Peter street, with the northern limit reaching to Queen street.

York prospered exceedingly in the early years of its interesting history, speedily acquiring renown as a "meeting place," which was signified by its early Indian name. It must have taken on the evil auxiliaries of civilization without wasting much valuable time, for in 1817, by enactment passed in the fifty-seventh year of the reign of George III., York was proclaimed a police town. About this time the southerly boundaries were widened beyond Front street to include the beach east of "Russell's Creek," which meandered through the east end of the old Parliament grounds, close to Simcoe street. Fourteen years later the western boundary was extended to a point which is to-day represented by Tecumseth street. East, west, north and south has the city steadily grown.

In 1834 "the daughter of the Don put her queenly garments on," having attained to the crown and dignity of a city. At the time of incorporation Toronto was divided into five wards. All the territory east of Yonge street was included in St. David and St. Lawrence wards, King street being the intersecting line. West of Yonge street St. Patrick's Ward embraced all the property north of Queen street; St. Andrew's Ward was the Sandwich district, between Queen and King; St. George's Ward being the most southerly section. In 1847 St. James' Ward was established, and in 1853 the "Noble Ward" of St. John sprang into existence. Five years later the Liberties were abolished. The Liberties represented the districts skirting the boundaries of the city. The abolition of Liberties brought the College avenue and Queen's Park into the city, as they were part of the Liberties.

Historical research among the tomes and archives that are zealously guarded by City Clerk Blevins affords a wealth of interesting information to the archaeologically inclined student of the early history of Toronto.

The object of this sketch is to outline by chart and figures the growth of the city's assessment. Since 1834 there have been three methods adopted of making the assessments. Between 1834 and 1837 the assessors determined the mar-

ket value of all property, and taxes were collected upon a percentage of that value. In 1834 the entire assessment of rateable property (real and personal) in the city was £186,496. The rate for that and the two succeeding years was 3d on the pound. The collection of taxes in 1834 amounted to £3,450 16s 6d, or about \$17,254 in currency. By way of comparison, it may be stated that the taxes levied in 1894 were over \$2,400,000. In 1838 the mode of assessing was changed, so that only upon the actual rental derived from property was the valuation made. As a consequence, the total assessment dropped from \$218,090 to \$71,081.

Then as now, a low assessment rendered necessary a high rate of taxation, and the rate bounded from 3d on the pound to 1s 1 1-2d on the pound. The citizens were progressive; so also was the tax rate, and in 1847 it is found that the property owners are paying 1s 2d on the pound. In 1849 a great conflagration destroyed a large amount of property, causing an immense depreciation in the assessment. To meet the deficiency, the municipal fathers increased the rate. In 1851 it had reached 1s 9 1-2d on the pound. Upward and still upward it climbed with constant strides. In 1853 it had attained the altitude of 2s 5d on the pound, and was still ascending. A year later the even 3s were demanded, and, of course, paid. Then a halt was called. The bills were evidently growing with too much precipitancy to suit the times, and so a shift was made. Currency was adopted, and the first rate under the dollars and cents system was 14 3-4 cents on the dollar. In 1864 the maximum figure was reached—22 1-2 cents on the dollar.

Probably about that time there was universal protestation from the taxpayers for the present method of the assessment was introduced in 1867. High assessment and a correspondingly low rate of taxation became the recognized basis. The initial rate under this system was 15 mills on the dollar, the lowest was 14 mills on the dollar in 1874, the highest was 19 1-2 mills on the dollar in 1877.

Increases due to the annexation of suburbs were as follows: 1883, Yorkville, \$2,552,198; 1884, Brockton, \$447,037; Riverside, \$511,750; 1889, Parkdale, \$3,203,636.

The accompanying sketch illustrates the annual growth of the assessment since the present method was adopted in 1867. The charts are designed to a scale so to demonstrate the proportionate increase or decrease of the assessment from year to year.

The Mayors of the city from 1867 to 1895 have been as follows:—

- 1867-8 ..... James E. Smith.
- 1869-70 ..... S. B. Harman.
- 1871-2 ..... Joseph Sheard.
- 1873. .... Alexander Manning.
- 1874-5 ..... Francis H. Medcalf.
- 1876-7-8 ..... Angus Morrison.
- 1879-80 ..... James Beatty.
- 1881-2 ..... William B. McMurrich.
- 1883-4 ..... Arthur R. Boswell.
- 1885 ..... Alexander Manning.
- 1886-7 ..... William H. Howland.
- 1888-9-90-91 ..... Edward F. Clarke.
- 1892-3 ..... Robert J. Fleming.
- 1894-5 ..... Warring Kennedy.

## CHAPTER CCLXXXIX.

### AN OLD DOCUMENT.

#### A Promissory Note of 1834—How the City of Toronto Raised Money in the Year of Its Incorporation.

An old document, in the shape of a promissory note, dated 26th September, 1834, has lately been unearthed. It shows that in the first year of its incorporation the city of Toronto received financial aid from a local bank, which at that time was a well-known institution.

The particulars of the note issued for the corporation of the city of Toronto on October 6th, 1834, by the Mayor and others, as on record in the books of the Civic Treasury Department, are as follows:

Promissory note in favour of Messrs. George Truscott, John Cleveland, Green & Co., for £500, dated ninety days from 26th September, 1834, and due 28th December, 1834, but not paid until January 31st, 1835.

Discount on note paid October 6th, 1834, £7 1s. 5d.

Interest on overdue note paid January 31st, 1835, £2 15s. 11d.

All the signers of the note were members of the City Council for 1834, and well-known citizens. William Lyon Mackenzie was Mayor and alderman for St. David's Ward. In those days the mayor was elected from amongst the aldermen. John Armstrong, Thomas D. Morrison, M.D., chairman of the Finance Committee, and John Doel were aldermen and councilman respectively for St. Andrew's Ward. T. D. Morrison was mayor in 1836. He lived on Richmond street, and was a well-known Torontonian. John Doel was the owner of Doel's brewery, and lived in the house now standing on the north-west corner of Adelaide and Bay streets. In the rear of his house stood the brewery, in which some of the meetings preliminary to the rebellion of 1837 were held.

James Lesslie was alderman and Franklin Jackes and Colin Drummond councilmen for St. David's Ward. James Lesslie was one of the firm of Lesslie Bros., and brother of Mr. Joseph Lesslie, the late postmaster of Toronto. Mr. Franklin Jackes lived on King street east in the early days, but removed afterwards to Eglinton, and was the father of the Jackes family, who for many years lived on the east side of Yonge street in Eglinton. Mr. Colin Drummond resided on the north-west corner of Victoria and Richmond streets. He was a lumber merchant. It was at the great fire which occurred in his lumber yard on Yonge street, opposite Trinity square, in the early sixties that William Charlton, of the fire brigade, was killed. Thomas Carfrae, jr., and Edward Wright were the aldermen and George Gurnett councilman for St. George's Ward. Mr. Gurnett was also mayor in 1837, 1848, 1849 and 1850, and later was police magistrate of the city. James Carfrae was formerly collector of the port, and lived on the west side of Scott street, in the little cottage which was afterwards occupied by the late Stedman B. Campbell. The custom house of those days was a small red brick building, immediately east of John Macdonald & Co.'s, on Front street. Edward Wright was one of the early inhabitants of York. He was a member of the old Queen's Rangers, and during his life was said to be the earliest inhabitant of York. He lived in the cottage which stood on the north-west corner of Front and John streets, in rear of what was known as the Greenland Fisheries tavern, which he also kept for years.

William Arthurs and J. G. Beard were the councilmen for St. Lawrence Ward. William Arthurs was the father of the late Col. Arthurs, and Mr. Beard was mayor in 1854. He was the father of the Messrs. Beard, of this city.

John E. Tims, M. D., and G. T. Denison, Sr., were aldermen for St. Patrick's Ward and James Trotter was one of its councilmen. He was lessee of the market for many years.

The rate roll of Toronto for 1834 shows the rating of those named in the promissory note, so that doubtless the bank had good security for the money advanced. Messrs. Truscott & Green represented the Agricultural Bank, which was situated on Front street. The directors were Edward Truscott and John Cleveland Green. H. J. Hensleigh was cashier. There was an exchange office adjoining the Agricultural Bank.

The following gentlemen composed the first City Council of Toronto after its incorporation as a city in 1834.



£500

jointly

Wesley

Sam

valued

£500

as per

Carriage

Wesley

Wesley

Wesley

Wesley

Wesley

\$500.00 128 Decr Toronto 26<sup>th</sup> Sept 1844

Unity days after date we  
jointly and severally promise to pay  
Messrs Buscott, Green & Co or order the  
sum of Five Hundred Pounds currently  
value received.

Wm Mackenzie, Mayor  
John Armstrong  
Colin Drummond  
J. Jackson  
Edward Wright  
255





Mayor—William Lyon Mackenzie.

St. Andrew's Ward—Aldermen, Thomas Morrison, M.D., John Harper; Councilmen, John Armstrong, John Doel.

St. David's Ward—Aldermen, William L. Mackenzie, James Lesslie; Councilmen, Franklin Jackes, Colin Drummond.

St. George's Ward—Aldermen, Thomas Carfrae, jr., Edward Wright; Councilmen, John Craig, George Gurnett.

St. Lawrence Ward—Aldermen, George Munro, \*George Duggan, sr., \*William Cawthra; Councilmen, William Arthurs, \*Lardner Bostwick, \*Joshua G. Beard.

St. Patrick's Ward—John E. Tims, M.D., George T. Denison, sr.; Councilmen, Joseph Turton, James Trotter.

Dr. Rolph refused to be sworn into office after being elected, and Dr. Tims was elected in his stead, taking his seat on April 25.

Civic Officials—James Hervey Price,

## CHAPTER CCXC.

### SOME OLD-TIME RESIDENCES.

#### The Brough House — Two Simcoe Street Dwellings—Sam. Rogers and John Shea.

Fifty years since stood on the south-east corner of Adelaide and Simcoe streets, with the principal entrance in the latter thoroughfare, the comfortable rough-cast house, built and occupied about 1844 by Mr. Secker Brough, barrister, for many years Principal of the Court of Probate, and afterwards county judge of Huron and Bruce, he then removing to Goderich. Mr. Brough's office in Toronto was at first on the south side of King street, near York street, but for a great number of years in the Wellington Chambers, on Wellington street. Mr. Justice Brough died in January, 1879.

There was a spacious garden on the



BROUGH HOUSE, SIMCOE STREET, 1845.

City Clerk; Matthew Walton and Andrew T. McCord, chamberlain; Charles Barnhart, governor of the jail; Wm. Higgins, chief of police.

Mr. Matthew Walton was chamberlain until his death, which occurred in July, 1834, when he was succeeded by Mr. McCord, who continued in office until 1874, when he resigned. Mr. Samuel B. Harman being appointed to fill the vacancy. Ill health forced the retirement of Mr. Harman in 1888, and Mr. Richard T. Coady, then Assistant City Treasurer, was promoted to the position.

\*The courts unseated Mr. George Duggan, and declared Mr. Cawthra duly entitled to the seat.

\*Mr. J. G. Beard was elected on September 15, in place of Mr. Bostwick, deceased.

Simcoe street side of Mr. Brough's house. Indeed, at that time, Simcoe street, whose name had only just been changed from Graves street, was almost in the country. Some years later Mr. Brough had for his neighbour Mr. Clarke Gamble, who lived on the same side of the street. In 1845-6, the period now being referred to, there were very few houses, indeed, on Simcoe street. South of Mr. Brough lived W. A. C. Myers, the printer. Myers was connected at one time with printing the Church newspaper, in an office at the back of No. 5, now No. 10 King street west. Passing Adelaide street, there were only one or two very small houses on the same side of the street until Richmond street was reached, and then came two substantial brick houses built some sixty years ago, one of them, the southern, with the



arched doorway, shown in the illustration, occupied by Mr. John Joseph, father of the late Frank Joseph, whose death by a railway accident in the early days of 1895 was so universally deplored. Mr. Joseph was, when in England, private secretary to William Wilberforce, the philanthropist, subsequently in governmental employment in the Colonial Office, and came to this country with Sir Francis Bond-Head in 1836 as his private secretary. While here he married Miss Hagerman, daughter of Mr. Justice Hagerman, and sister of the late Mrs. John Beverley Robinson.

well-known Hugh Scobie, lived there, and later still Dr. Lucius O'Brien occupied it until 1859, when he removed to Quebec.

On the south-east corner of Queen and Simcoe streets is a wooden house, now used as a feed and corn store, which was once a fashionable residence. Therein resided, almost as soon as it was erected, about 1820, Rev. Joseph Hudson, chaplain to the forces. Subsequently Colonel Horton, H.M. 16th Regiment, lived in it, and so did afterwards Captain Halket, Coldstream Guards, A.D.C. to Sir Francis Bond-Head and Sir George Arthur in suc-

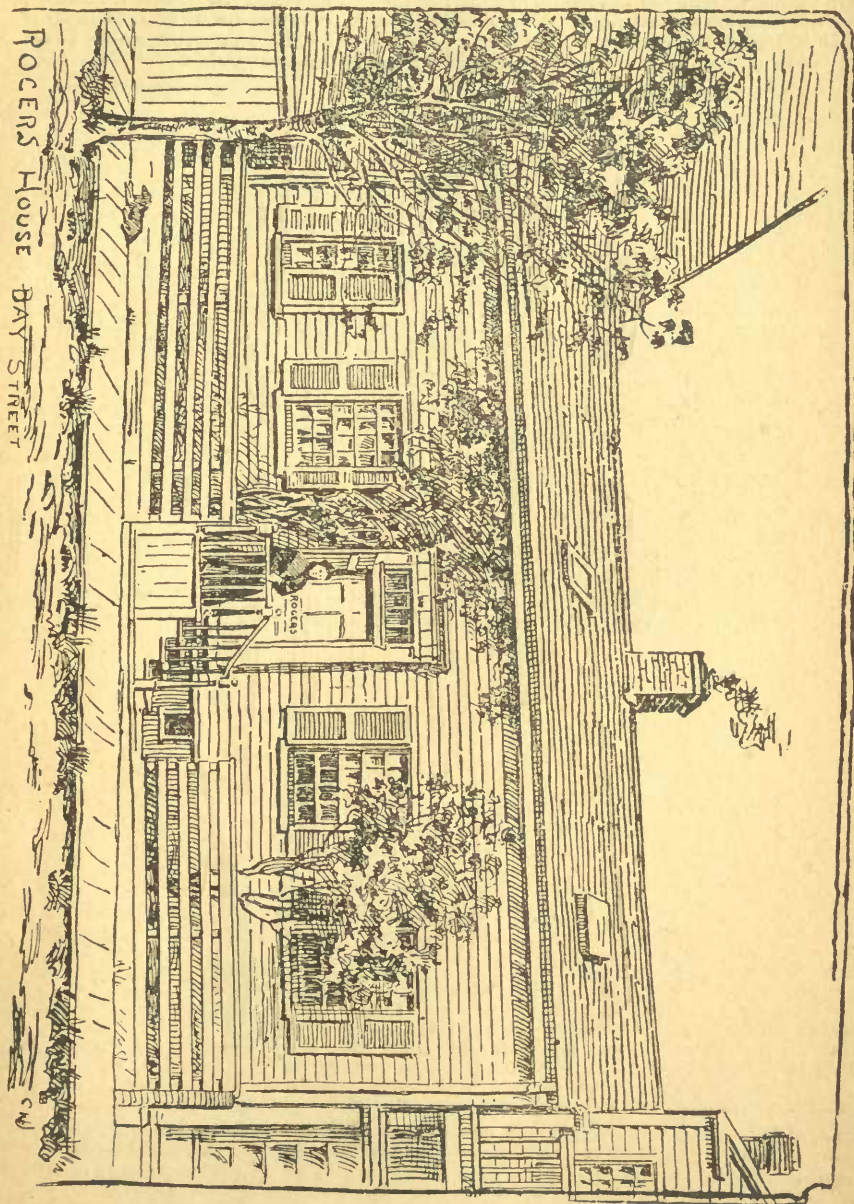


TWO SIMCOE STREET RESIDENCES.

Mrs. Joseph died about 1838, and Mr. Joseph, who afterwards became clerk of the Executive Council, removed elsewhere. Afterwards, very early in 1841, this same house passed into the occupation of Mr. John Robertson, dry goods merchant, on the west side of Yonge street, just south of King street. Mr. Robertson lived there until 1850, or the early months of 1851, when he removed to the next house north, also shown in the engraving, remaining there until he went to a house he himself built on the western side of John street. Afterwards, about 1854-5, Mrs. Justina Scobie, widow of the

cession. Captain Halket married a daughter of Colonel Moodie, who was killed in the rebellion. He returned to England about 1842.

To change the locality, but also half a century since, stood on the eastern side of Bay street, just north of where the stables are now which adjoin the Molsons Bank, the frame cottage of Samuel Rogers, the painter. Rogers built the house about 1840-41, and resided there until his death, which occurred about twenty years since. He was a tradesman of the old school and was highly respected. He charged a good

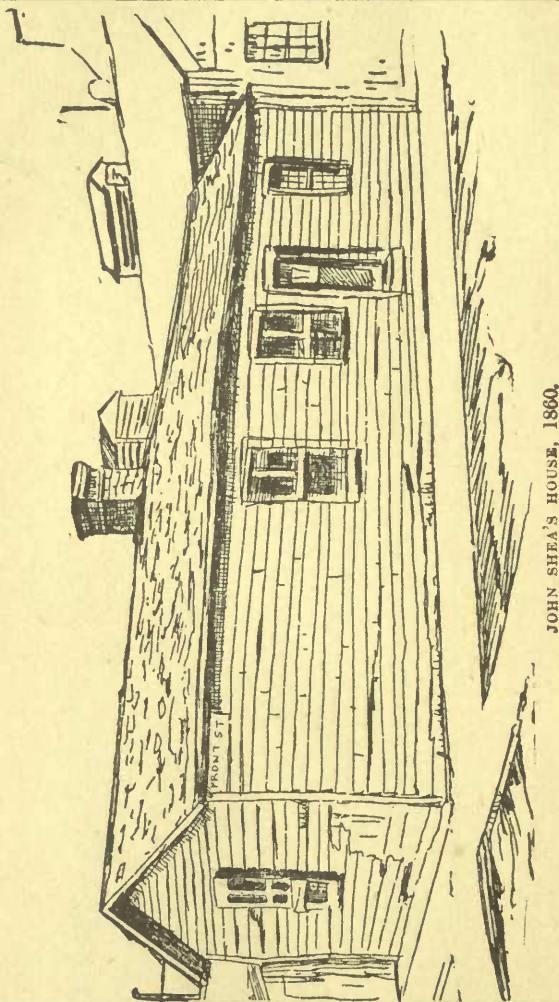




price and did excellent work. Rogers was always on very intimate terms with the boys at Boyd's school hard by and was fond of hearing their conversation and listening to their jokes which he was always ready to applaud.

Another old time place was on the eastern

plied for hire throughout the city. Shea's carts, as well as those of other owners, used to stand at the foot of Yonge street, near the Custom House. Afterwards Shea became a contractor and lived at 109 Seaton street, where he remained until his death, which took place about



corner of Palace and Caroline streets, now known respectively as Front and Sherbourne streets, in the occupation of John Shea. Shea was a carter, a class of tradesmen who have been superseded by express waggons and railway lorries. He had several carts and they

1874. His son, also John, took orders in the Roman Catholic body, and as Father Shea of St. Michael's and St. Paul's, was held in well deserved esteem. He and his father were both of them popular and useful men.

