

FIRST DIRECTORY OF LONDON IS AN INTERESTING VOLUME

Published Year After City's Incorporation—Peculiar By-laws—Railway Facilities.

A volume over which the older residents of the city could ponder for some hours, and which would also prove of exceptional interest to the younger generation, is in possession of Mr. James Gilleen, jun., of Maitland street, who recently took up his residence in his native city after an absence of many years in Amherstburg. It is a copy of the first directory of London, published in 1856, one year after London was incorporated a city. Although the book is fifty years of age it remarkably well preserved, not a single page being damaged to any extent. It contains nearly three hundred pages, and in addition to giving the names, addresses and occupations of the adults of London, it furnishes a vast amount of miscellaneous information, including abstracts of the city by-laws, banks and bankers, building societies, civic government, fire department, educational matters, insurance companies, the legal profession, fraternal societies, the police department, and Provincial and Dominion affairs. Geo. Raiton was the compiler and publisher.

As a supplement to the directory Mr. Raiton issued a map of the city, which then comprised seven wards, bounded on the east by Adelaide street, on the north by Huron street, and on the west and south by the Thames. East, West and South London were excluded, the city only including what was subsequently divided into the four wards. A glance at the map shows that so far as the names of the streets are concerned, there have been very few changes during the half century. In those days Queen's avenue was known as North street, Dufferin avenue as Duke street, Princess avenue as Bond street, and Central avenue as Great Market street. What is now Carling street was the western section of North street, and that part of Queen's avenue, between Richmond and Talbot streets, was called William street, although the present William street was then in existence. There was no Maple street in those days, the thoroughfare of that name being known as Hitchcock street. What would strike the average Londoner of today as being rather strange is the fact that Richmond street was then divided into four sections, each section having a different name. According to the map, the portion extending from the south branch of the river to Dundas street was known by its present name. From Dundas street to the "V," or Central avenue, it was called Mark Lane; from the "V" to Oxford street, Sarnia street, and from Oxford street to Burlington street, the present Clarence street was also favored with two names, the section north of Dundas street being called Church street, and the south section Clarence street.

Why Raiton Made Venture.

In his introductory pages, Mr. Raiton addresses a few lines to Mr. Wm. Barker, who at that time occupied the mayor's chair. Mr. Raiton said that the want of a city directory having been generally acknowledged, he had hazarded the experiment, and he begged to submit the volume, "as the result of my humble endeavors, to supply the deficiency with which many were more or less afflicted. It is an inconvenience than to attempt the remedy." Further Mr. Raiton says: "Being a novice at bookmaking, I seek no credit for the undertaking, which involves more labor than skill, but shall be content to avoid censure if my efforts have failed to meet the public expectation. The task which I have imposed upon myself has not been a sinecure, nor am I certain of a return equal to the labor and outlay attending it, but if the city shall progress with even less rapidity than it has done, I look forward to an early occasion for revising and improving upon the first directory published in London."

Considerable space is given to a preface. In it Mr. Raiton says that he was aware that many difficulties would present themselves and in this he was not deceived, but he did not anticipate any hesitation on the part of the citizens to support an enterprise which, if successfully carried out, would aid in establishing London as a place worthy the name which its rapid growth and progress had acquired. Neither did he expect that any business man would withhold his advertising support, but would cheerfully contribute towards making the directory an evidence of the stability, wealth and enterprise of which London had reason to be proud. Many, however, had been fit to withhold their support, either by refusing to subscribe for the book or to advertise in it, and although some who at first stubbornly refused to either had since seen the error of their ways and done both, yet the absence of considerable advertising patronage caused in some measure a delay in publication.

An Apology.

Mr. Raiton apologized to those whom he may have offended by frequent asking for advertising patronage, "as his solicitation was intended for their own benefit rather than his own." Had he not been resolute in his exertions to win over the bulk of the advertising community, to the exercise of philanthropy, beyond a mere sense of pecuniary mammon, the attempt at the directory would have been a failure, but to their credit be it said, they contributed voluntarily, from a thorough conviction of its importance and the necessity for aiding the enterprise which every citizen should seek to promote, which every town should possess, and which no city could dispense with.

Those were the days when Londoners "ran with the masher." Such a thing as a permanent fire brigade was not thought of, although the city had a population of several thousands. However, all things considered, the city had fairly good protection against fire. There were no less than four engine companies, with a total of 220 men—three companies having sixty men each and the fourth having forty men—a hook and ladder company with forty men, while another company, with the old engine of the Phoenix, was being organized, and two companies of youths "were growing into manly existence." Number Two company was captained by Mr. Samuel McEbride, who is still a resident of the city.

By-laws Were Strict.

Of the by-laws in force in London in 1856, those framed with the object of preventing fires make interesting reading for the resident of today. The town had suffered heavily by a conflagra-

tion a few years previously, and the stringency of some of the by-laws was due in some measure, no doubt, to a desire on the part of the town fathers to take every precaution possible to prevent another such disaster. Even the use of stoves was governed by the by-laws. One clause stipulated that under every stove, whether situated in a dwelling, building or shop, a brick or metal hearth was to be placed, the bottom of the stove should not be less than eight inches from the hearth; that the sides and ends should not be less than eighteen inches from any wooden partition, and that above the stove, no stovepipe should be nearer than twelve inches to the ceiling. When a stove was used to heat a room other than that in which it was located, the by-law stated that the pipe should not pass within six inches of the partition. Measures were also adopted to prevent fires arising from the careless handling of hot ashes, a clause of the by-laws stating that ashes were not to be placed in any wooden receptacle in or near a house, or within 25 feet of it, unless in some safe brick, metal or stone depository.

Fire Wards Had Power.

The town inspectors and fire wardens were clothed with considerable power, the by-laws providing that between the hours of 9 a.m. and 6 p.m., they should have authority to enter any public building or private house, and examine the stoves, chimneys or fireplaces. Between the 1st of November and the 1st of April chimneys were to be swept once every eight weeks, and where they were used continuously throughout the year they were to be swept once every eight weeks. Every tenant or occupant of a dwelling had to provide himself with a good leather bucket, containing not less than two and a half gallons, the same to be put in some conspicuous place, near the entrance, while in each shop or hotel two buckets were to be provided. Even half a century ago London was, in the opinion of some, in advance of the London of today, in one respect—it had a by-law compelling citizens to remove all snow and ice from the walks in front of their houses or places of business. London was also then in possession of a fire limits by-law, which prevented the erection within a specified area of any wooden building. The area, however, was very limited, including only the few blocks in the business section.

No Tipping Allowed.

The by-laws which governed the saloons of those days contained some amusing clauses. One of them said that "all tipping, or giving of money, or habitual resorting to hotels are strictly prohibited, and especially no apprentice, journeyman, servant, or freed man shall be permitted to resort to frequent the barroom, or abide about the premises as an idler or drunkard."

The alphabetical list of names contained in the directory occupies 90 pages, the average being 40 to the page, or a total of 3,600 names. Allowed that two in every five inhabitants were included in the volume—which is the calculation for the latest city directory—London at that time had a population exceeding 8,000. One of the interesting entries reads: "Elias Huston, preacher and prophet, who professes that he is Elias that was to come, and that the spirit of Elias is with him. Mr. Huston complains in his preface that the business men did not come to his support as they should, he nevertheless succeeded in obtaining over one hundred pages of advertisements. Some of the advertisers were Messrs. A. G. Smyth, James Gilleen, J. H. Flood, and E. W. Hymn, all of whom are still residents of London; Prof. Wm. Saunders, of Ottawa, and the following, who were prominently identified in one way or another with the city's advance: Chas. Hutchinson, J. G. McIntosh, John Elliott, Samuel Peters, E. W. Hymn, Adam Hope, Henry Davis, R. Lewis, Edward Adams, Alex. Davidson, John Birrell, P. B. Beidome, Frank Cornish, John Campbell, Charles Chapman, A. Rowland, James Shanly, J. and T. James Moffatt, Wm. Robinson, and the late Squire J. B. Smyth.

Early Railway Facilities.

In those days the railway facilities of London, as of every other city in Canada, were exceedingly limited, compared with those of the present day. London had the Great Western Railway, with its two or three trains a day each way, to and from Windsor, and Hamilton, and the London and Port Stanley line, built by the city, with the object of enabling the merchants to bring their supplies by water to Port Stanley, and thus keeping down the rates on the Great Western. The line of the Grand Trunk to Stratford was then in contemplation, while the London, Huron and Bruce line and the Sarnia branch had probably not been given a thought. One of the prominent items in the directory announced stage lines daily for Goderich, Clinton, Brucefield, Port Sarnia, West and East Plympton, Adelaide, Stratford, Corbair, Melrose, Stratford, St. Marys, Biddulph, Port Stanley, Union, St. Thomas, Five Stakes Junction, "connecting at London with the Great Western, London and Port Stanley, London and St. Marys Railway, and with the Grand Trunk at Stratford and St. Marys."

TEDDY TALKS MONROE

Says Big-Stick Policy Is Now Recognized by World Powers.

Chautauqua, N. J., Aug. 11.—President Roosevelt arrived here this morning, and delivered an address before the Chautauqua assembly. He said, in part, as follows: "Today I wish to speak to you on one feature of our national foreign policy and one feature of our national domestic policy. The Monroe doctrine is not a part of international law, but it is the fundamental feature of our foreign policy so far as the western hemisphere is concerned, and it has more and more been meeting with recognition abroad. The reason why it is meeting with this recognition is because we have not allowed it to become fossilized, but have adapted our construction of it to meet the growing, changing needs of this hemisphere. Fossilization, of course, means death, whether to an individual, a government, or a doctrine."

Mr. Roosevelt repeated his warning to the South American republics that they must behave or be punished, and declared that European powers with claims would be aided by the United States in every way in their attempts to collect.

Mary Manning Quits Stage.

New York, Aug. 11.—Mrs. James K. Hackett (Mary Manning) has given up all professional engagements to take care of her eight-months-old baby, now dangerously ill at the Naples, house formerly owned by E. C. Benedict, the banker, in Greenwich, Conn. When Mrs. Hackett went to Europe, the child was left in charge of Mrs. Hackett, her mother-in-law, and a nurse, but when the girl baby became ill Mrs. Hackett returned from abroad.

CHINA WANTS PAY TO RAISE BOYCOTT

America Must Open Doors of Hawaii and Philippines.

INSISTS ON A NEW TREATY

United States May Exclude Laborers But Must Be Courteous to Merchants and Students.

Peking, Aug. 11.—China demands two important concessions from the United States as a price for bettering her trade relations with the United States. First, fair and courteous treatment of Chinese merchants, tourists and students when visiting the United States. Second—the admission of Chinese laborers to Hawaii and the Philippines without restrictions.

The foregoing demands were outlined by Wu Tingfang, formerly Chinese minister to the United States, and now vice-president of the Chinese board of foreign affairs.

Wu Tingfang, in his interview, said that the existing regulations for the exclusion of Chinese from the United States were unsatisfactory from the Chinese standpoint, and hence it was desired that they should be modified by a new treaty. The Chinese, he said, agreed to the exclusion of coolies, but the existing regulations pressed with severity on other classes. He instanced the cases of merchants, travelers for pleasure, students, and others who, while nominally admitted, were subjected to indignities to which Americans would refuse to submit. Moreover, he is not allowed to retain the services of agents to protect their interests, and the immigration authorities decide against him there is no possibility of appeal.

"That these grievances are well founded is demonstrated by the necessity for President Roosevelt's stringent order that courtesy be shown the Chinese by the immigration officials. There have been numerous instances of harsh treatment which the Americans themselves have been forced to apologize for. Mr. Wu admitted that European immigrants were not allowed representation by lawyers or others during their examinations, but he rejected this argument because, he said, the Chinese in other respects were given treatment entirely different from that accorded the Europeans.

"The Chinese Government, he said, agreed to the exclusion of coolies, but it urged as the main points of a new convention that the United States should be treated on an equal footing with other aliens, with the right to retain counsel and the right of appeal, and the admission of Chinese coolies to Hawaii, which he regarded as of the utmost importance.

Hawaii was greatly in need of labor, Mr. Wu said, and the Chinese islands had suffered. At all events, the Chinese there could not compete with American labor, and he pointed out that the Philippines, he said, had long been a natural field for Chinese industry, but the application of the exclusion act to the islands had changed this.

Regarding the desirability of Chinese labor in the Far East, Mr. Wu insisted the prosperity of Singapore, Hong Kong, and other ports in the Straits Settlements, and the adjacent country.

Mr. Wu expressed himself as greatly regretting the cutting out of American goods and steamship and insurance companies, as it might estrange the good will of Americans, which he might not help me, however, he said, the Chinese classes most concerned, considering that the prospects for the solution of the difficulties arising from the boycott, decided on the boycott as the only means of ventilating the question. He pointed out that the movement against American goods, though thoroughly organized by the best and most conservative Chinese, was altogether pacific and was not directed against persons or property.

Mr. Wu confessed that he was surprised at the extent of the movement and the depth of feeling manifested not only by the mercantile classes, but by the students and even the women. He said that such an explanation of public sentiment meant extraordinary progress in the direction of the growth of a real nationality. He could not say what the results would be should the boycott be disregarded, but considered the movement a most serious one and trusted it would soon be rendered superfluous by the satisfactory settlement of the grievances complained of.

Mr. Wu's attention was called to the fact that the boycott was directed against the boycott, and he indignantly repudiated the suggestion. He said it would be unreasonable to expect that the Chinese Government could compel the Chinese to purchase goods as to believe that the United States Government was able to prevent the Chicago strikes.

"I regret," said Mr. Wu, "that so little progress has been made in the negotiations for a new convention. Should the American Government persist in its wishes of China to be embodied in this convention, it would practically have no effect on the United States, as Hawaii and the Philippines do not concern American labor, while the facilities required for superior Chinese immigrants in the United States are admittedly just and reasonable. I suggest that an educational test would be the most effective means of preventing the ingress of coolies and an easy means of ascertaining the eligibility of others, besides eliminating undesirable class distinctions."

In conclusion Mr. Wu said it was his opinion that a better definition of the term "laborer" was necessary.

RAIL IN WHEAT FIELDS

70,000 Bushels of Precious Grain Destroyed in Glenboro District.

Winnipeg, Aug. 11.—The Canadian Pacific agents' crop report shows that in the Brandon section, extending from Wheat City, wheat is turning to yellow, and cutting will begin between the 15th and the 25th of August. In broadview district, damage by hail is reported south of the main line. The district along the main line, and south of it, does not seem to

pearances indicate a large yield. Agents in Moosejaw section are optimistic regarding the yield, and harvesting operations will begin about the same time as last year. Throughout southwestern Manitoba similar conditions prevail, although more rain than necessary has fallen, delaying the ripening of the crop. Early cutting has begun in some sections and will soon be general.

The feature of the weather for the week is the prevalence of hailstorms throughout the wheat area extending into the territories, and causing damage. At Fleming, wheat on a strip 10 miles by 4 miles, was destroyed, cutting the straw and battering it into the earth. At Russell, the crop on the Barnardo and adjoining farms, was ruined. At Glenboro, 70,000 bushels of wheat and 20,000 bushels of oats have been destroyed. At Bismarck, 500 acres of wheat have been spoiled by hail. Other places from which hailstorms of severity have been reported are: Virden, Hargrave, Wapella, Whitewood, Broadview, Summerberry, Carleton Place, Neudorf and Balaclava.

Apart from storms, the conditions for the development of the big crop have been splendid. At Marquette, the yield is reaching 40 bushels. Wheat has a good head and is coloring rapidly, the weather being such as will bring the grain to maturity quickly.

HERO KEPT THE LIGHTS BURNING

Lighthouse Guard for Five Days Battled With Mad Comrade.

New York, Aug. 11.—Stratford Shoals light, and perhaps the big Long Island Sound steamers which are guided by it, were saved last week through the heroic struggle which the keeper of the light, Merrill Hulse, made for seven days against an insane man marooned with the keeper and trying to extinguish the light. The madman was Hulse's brother-keeper, Julius Coster, who went crazy, and tried to destroy his light. In attempts to get at the light, Coster wanted to kill Hulse.

The story of the lone keeper's defense of the Stratford Shoals was learned today, when the head keeper, Gilbert Rutland, who was ashore on a vacation last week, handed in his official report of last week's happenings. The lighthouse is situated on Long Island, midway between Bridgeport and Port Jefferson.

Hulse had no warning that he was living with an insane man until one day Coster attacked him with a weapon made of a razor lashed to the end of a long pole. The keeper overpowered Coster, and repeatedly afterward, during the first two days of his confinement, Coster was forced to fight for his own life. Then Coster's mania took a new turn, and one afternoon Hulse found him with a hammer and chisel, trying to cut away the walls of the lighthouse. That night the light suddenly stopped revolving, and its keeper ran to the lamp room, to find Coster with an ax, about to destroy the lenses. He fought his way into the room and saved the light, but from that time on, for many days, doing his regular work, the brave keeper was forced both to guard the lenses day and night, and to fight many times for his own life, and finally, to the end of the period, another burden was laid on him. As Coster's delirium wore off, he became desirous of committing suicide, and when removed from the lighthouse, he wore self-inflicted gashes all over his neck, which only Hulse's faithful watchfulness had kept from becoming fatal. He was taken to a hospital.

HE TELLS THEM TO ASK THE I. O. F.

John J. Burns Cured by Dodd's Kidney Pills.

He Had Chronic Inflammation of the Kidneys—Says His Brother Foresters Can Tell All About It.

Danbury, P. E. I., Aug. 11.—John J. Burns, prominent member of the I. O. F., here, whose cure of Chronic Inflammation of the Loins and Kidneys caused a sensation some time ago, reports that he is still in splendid health. "Yes," says Mr. Burns, "my cure is entirely satisfactory. I have had no return of the disease. I have been a real man since I used Dodd's Kidney Pills. They drove away the disease from which I suffered for eight years. The doctor could not help me. I got so bad I could scarcely walk, sit or sleep. I was about to give up entirely, when a friend recommended me to try Dodd's Kidney Pills. Now I am in good health. Dodd's Kidney Pills saved my life."

He doubts Mr. Burns' story, he simply refers them to his brother Foresters. They all know how he cured and that Dodd's Kidney Pills cured him.

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