

THE PICTURE GALLERY
OF
CANADIAN HISTORY

The PICTURE GALLERY of CANADIAN HISTORY

*Illustrations drawn &
collected by*
C.W. JEFFERYS, R.C.A., LL.D.
assisted by T.W. McLEAN



VOL. 3
1830 to 1890

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THE PICTURE GALLERY OF CANADIAN HISTORY

VOLUME I: *Beginning to 1763*

VOLUME II: *1763 to 1830*

VOLUME III: *1830 to 1900*

Over 600 pages of illustrations

PRINTED AND BOUND IN CANADA
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TO
THE MEMORY OF MY WIFE

PREFACE

THIS volume concludes *The Picture Gallery of Canadian History* projected many years ago, and actually in the process of publication since 1942. Volume I covers the period from the Discovery to 1763; Volume II from 1763 to 1830; and Volume III from 1830 to 1900. Pictorial records available for the period covered in the final volume are so numerous, especially on-the-spot drawings and photographs, that a selection within reasonable limits is extremely difficult. In the earlier volumes there were many drawings of factual details the data for which were gathered from a wide variety of sources. It has seemed wise to continue this emphasis, for Time not only works its changes but carries much away. What is set down here seems to me to be of special significance in the record of our development as a nation and a North-American society. Much has been omitted, however, that is easily accessible everywhere. Because of the nearness to our own times, and the wealth of pictorial reporting, there has been less occasion for imaginative pictorial reconstructions as in the former volumes.

I have said in a former volume, that the history of a country is to be read not only in the printed records. While these are of the greatest importance they do not tell us all we need to know. Often pictorial records are of equal importance, and sometimes even of greater value, being more reliable. A tangible object cannot lie or equivocate so successfully as a word.

The prime importance of Canadian history as a whole is stressed by the immense quantity of pictorial material available for research. This serves to illustrate the possibilities of its greater use in the teaching and study of

history. Having this basic purpose in mind, it seemed desirable to continue the notes and descriptions included in the former volumes. A vast amount of explanatory material is ready to hand on many of the subjects illustrated in this book. Only those notes are added which are not so easily available, or which for one reason and another seem to be necessary in the text.

My obligations to others are great and can scarcely be numbered. Wherever possible I have given the original sources from which the pictures were obtained. If there is any error of fact or omission of credit I shall be grateful for the information. Besides my debt to my fellow-workers in Canadian history, I must now make special mention of the valuable assistance I have received from Mr. T. W. McLean who has been associated with me on the three volumes. Mr. McLean is a third generation Canadian, and a native of Durham County. Like many another artist to achieve distinction in Canada, he began his apprenticeship in Grip Limited, later studying under Robert Holmes, William Cruikshank, George A. Reid, F. S. Challener and Gustav Hahn. He has known Canadian life intimately, as farmer, fire ranger, prospector; and has studied contemporary Indian life, lumbering and mining at first hand. I am also indebted to Mr. William Colgate, author of *Canadian Art*, for much practical help.

CHARLES W. JEFFERYS.

*York Mills,
Ontario.*

C. W. JEFFERYS, O.S.A., R.C.A., LL.D.

A BIOGRAPHICAL INTRODUCTION

For almost sixty years C. W. Jefferys has been a spokesman for, and an interpreter of, his adopted country Canada. In the books he has written and edited, in articles, reviews, and foot-notes to history, he has earned a place among the important historians of this country. In the hundreds of illustrations of characters and events in our past he has become the outstanding biographer and historian of the Dominion in line and colour. In the reconstruction of early habitations and fortifications, the design of monuments in stone recording heroic days, the design of medals and postage stamps, and many another service, he has consolidated his position as artist-historian to the nation. Dr. Jefferys was one of the founders of the first consciously Canadian art movement, one of the first illustrators of Canadian historical events, and the first to discover the Canadian prairies as an inexhaustible theme for the artist. Highly skilled both as writer and artist, his chief passion was for truth, and because he was able to combine a tireless zest for facts with an unflagging joy in life, both past and present, his work "exists", is instinct with life, and will endure, both as a source of authentic data and as a continuing inspiration.

I

Charles William Jefferys was born in Rochester, England, August 25, 1869. His family were neighbours of Charles Dickens. When Jefferys was a small boy his family settled in Philadelphia, then in Hamilton, and finally moved to Toronto about 1880. Here Jefferys attended school, and when still very young was apprenticed to the Toronto Lithographing Company. This training was of value to him in later years, when so much of his work was destined for reproduction in printed form. The soundness of his composition, the integrity of his emotional and intellectual insights, the clean, firm, simple rightness of his lines during his apprentice days—these became a living part of him and never forsook him.

While still apprenticed to the lithographing concern Jefferys did some illustrating for the *Toronto Globe*, and studied after hours under George A. Reid and C. M. Manly. In 1886 he was one of the early members of the Toronto Art Students League, and joined with his associates in publishing *The Art League Calendar* (1893-1906), in which Canadian themes were enthusiastically explored, and the verses of our leading poets illustrated. A Canadian movement began here, although the founding of the Ontario Society of Artists and the Royal Canadian Academy preceded it in time.

The Toronto Art League included among its members William Cruikshank, Robert Holmes, C. M. Manly, Fred Brigden, David Thomson and George A. Reid, all of them later to achieve distinction. They framed no æsthetic creed, or contrived any declaration of artistic independence, being content with Robert Holmes' motto: *Nulla clamor sed amor*. Looking back it now seems reasonably clear that the first consciously Canadian art movement began here, fanning out to all parts of Canada. The League members were entirely innocent of vain pretensions and of silly jargon, but they knew their country east and west, its landscape, its people and the emerging spirit of its nationhood. Jefferys ultimately painted in the Maritime provinces, in Quebec, in the Muskoka and Nipigon regions of Ontario before they were "discovered," while British Columbia and the prairies yielded such famous canvases as: "Storm on the Prairie," "Western Sunlight," "Simon Fraser," "Alexander Mackenzie" and "The Cariboo Road." The League welcomed the Group of the Sixties with unfeigned joy—Roberts, Carman, Lampman, Campbell, Scott—included them in their *Calendar*, and illustrated their verses with affectionate care and great charm. Here, then, two Canadian movements in the arts and letters came into being side by side, and from that day to this Canadian art and Canadian verse have been our most distinctive, most thoroughly representative, forms of expression.

It was probably about this time that Jefferys developed an interest in fences. He took an obvious delight in those *Calendar* drawings of rail fences waltzing a sort of saraband across fields and over hillsides. They seemed to be alive for him, sharing his ecstasy. What began in the *Calendar* he continued as a hobby,

and fifty years later completed a long series of superb drawings of Canadian fences. They begin with the stump, stone and snake fences of the pioneer, showing accurately in every detail how they were made, and continue on down through the decades to the ornamental iron and wire fences surrounding the lawn or graveyard plot of the well-to-do—a story of the country told through the medium of its fences.

In 1892 C. W. Jefferys joined the staff of the New York *Herald* as illustrator. His wife, Jean Adams, also a member of the Toronto Art Students League, died in 1900 and Jefferys returned to Canada. For a time he worked on newspapers and magazines, and perfected his technique in oils and watercolour by sketching in Ontario and Quebec. The following year he accompanied representatives of the press on the western trip of the Duke and Duchess of York, not only illustrating the royal progress, but sketching various aspects of the country through which he passed. He returned to the West in 1907, 1910, and 1927, trips that resulted in some of his most distinguished canvases, the first of their kind in Canadian art. In between times he had been elected to the membership of the O.S.A., and was later to become its President. For one brief year he assisted in launching *The Moon*, a humorous illustrated periodical. He accepted a special assignment with the Toronto *Star*, formed a brief partnership with A. H. Robson (who left to join Grip Limited, and later to gather most of the future Group of Seven about him), and illustrated three juveniles by Marjorie Pickthall, a book by David Boyle, as well as a biography of Brock by Walter Nursey.

In 1908, the year in which he helped found the Arts and Letters Club of Toronto, and in which he sold his "Autumn on the Prairie" to the Ontario Government, Jefferys married Miss Clara A. B. West of Winnipeg. When the full story of Jefferys' life is told, an important place must be reserved for his friendships. He had a genius for friendship, for making and keeping friends. He gave himself to them without stint, and he received richly from them in return. Moreover, a place must be found in the record for Jean Adams, the artist wife of his youth, and for Clara West, the valiant spirit of the later years, both of whom understood so well the greatness of this man's gift, and tried by every means to ensure that his work would be completed and given to the world.

When Glasgow, Brook of Toronto launched *The Chronicles of Canada* series in 1912, which Jefferys was chosen to illustrate in colour, and when he was assigned the task of illustrating the new edition of *The Makers of Canada*,¹ the final and crowning phase of his life's work had begun. Robert Glasgow commissioned Jefferys to prepare a collected edition of the work of Thomas Chandler Haliburton. This involved the sifting and selection of the best of "Sam Slick," providing introduction to the several volumes, and explanatory notes and glosses throughout, as well as over one hundred drawings. Owing to the sudden death of Glasgow none of this was ever published, and passed into the possession of Mr. Brook, the surviving partner, now in New York. These superb drawings should find a permanent home in Canada.

While he illustrated a few years later for Glasgow, Brook two ambitious series, *The Chronicles of America* and *The Pageant of America*, Jefferys made Canadian history his special preserve. Through his illustrations in histories of Canada and Britain for public and high schools by George M. Wrong, his name became a household word. Later he did over two hundred illustrations, maps and charts for *The Ryerson Canadian History Readers*, and for a growing list of titles by Ryerson. *Dramatic Episodes in Canada's History* was issued by the *Toronto Star* in 1930, the text and plates being lifted from the *Star Weekly*. This, revised and enlarged, was reissued in 1934 by Ryerson. In 1942 Jefferys began the grand summing-up of his life work in the first volume of *The Picture Gallery of Canadian History* (Vol. II, 1944; Vol. III, 1950), published by The Ryerson Press. Special drawings made for *Toronto During the French Régime* and many other books and brochures established him as unrivalled in his field. Jefferys' contributions to *The Canadian Historical Review*, his introductions and miscellaneous chapters in books, and a lengthy list of unpublished papers establish him as an historian. For the rest the record is in his murals in the Chateau Laurier, the Manoir Richelieu, and the Royal Ontario Museum; in his paintings in many of the principal collections; and the six hundred pages of illustrations in his magnum opus, *The Picture Gallery of Canadian History*.

¹ George N. Morang, Toronto, 1904.

From his boyhood C. W. Jefferys had read widely in the popular historical fiction of his time. He had also found special pleasure in those writers who were ironical commentators upon the human scene, and in those other craftsmen in letters who specialized in the macabre and the grotesque. In many of his greatest paintings and drawings there can be found tucked carefully away some little touch of humour, some sly ironical note, each a carefully considered comment upon mankind and its eccentricities. Jefferys' "Rebels of 1837 Drilling in North York" is a good example of this, for by an expression here, an incongruity there, even though every detail is perfect, from lanthorn to beaver hat, the irony mixed with pathos is inescapable. Jefferys has done many drawings that belong to the history of humour in Canada: Pepys in church, bored with the dull sermon and the absence of pretty women; Christopher Marlowe grinding out a purple line; Thoreau at Walden and the too-simple life. These are studies in irony conceived as such, deliberate portrayals that reveal the probing, eager, kindly philosopher that he is.

Jefferys' fantastic pieces are equally a part of his deliberate intent, and must be placed over against his irony and his tireless pursuit of the minutiae of historical evidence. While he has exhibited little, and published less, of his grotesqueries, his essays in the macabre, in the bizarre and the fantastic, they must nevertheless be studied alongside of the rest of his work if one wishes to discover a clue to the quality and variety of the man and artist.

Taking up the three volumes of *The Picture Gallery of Canadian History*, and running through the 620 pages of illustrations [with a total of approximately 2000 separate drawings], one finds that the word which comes most frequently to mind is *heroic*. This applies not merely to battles and sieges, and many of Dr. Jefferys' greatest illustrations are concerned with these, but to the heroic and the courageous in times of peace. The frontiersman and settler, explorer and pioneer, farmer and trapper, woodsman and roadbuilder, surveyor and homemaker—what a company they are! They are all cast in a heroic mould. There is nothing petty about any of them. We have no contemporary portrait of Champlain, but he must have looked like Jefferys'

portrait, a man adequate to the work he had to do. Or, Marie Hébert, who declares her intention of remaining in the New World, and becomes a mother of New France—does she not look the part in Jefferys' justly famous picture? And so on one may go, from first days to the present, the artist has contrived to keep the prevailing note one of robust courage and heroism.

Dr. Jefferys not only has a keen eye for the heroic, but a fine sense of drama. He infallibly selects the great moment, and with an unflinching sense of style never falters in recreating the supreme dramatic moment: LaVérendrye in sight of the Shining Mountains, Mackenzie gazing upon the western sea, LaSalle alone and in the rain striding over the height of land, and so on. It is significant that he chose as a title for one of his books *Dramatic Episodes in Canada's History*. A reviewer once spoke of his "natural capacity for direct emotional statement." Whatever the situation—ironical, heroic, humorous, or the commonplace—the moment chosen is the moment above all others that is significant or typical and should be remembered.

C. W. Jefferys belongs in that small and select company which includes Arthur Doughty, C. T. Currelly, William Wood, J. C. Webster and P. G. Roy. No Canadians have done so much to preserve the records of our own past, or have continued so long and with such utter devotion. Jefferys, too, is not only historian but antiquarian and archaeologist, preserving in the drawings which appear in these three books, and in a vast collection of unpublished notes, records and minute details of buildings, tools, household utensils, farm implements, canoes, carriages, dress, weapons and so on, which even today are scarcely a memory. Whatever records we have of many of these are to be found in these pages, and they are correct in every detail. Jefferys would continue the hunt for years to verify a musket lock or a shoe buckle. He insisted on going over battlefields himself, tracing the ruins at Louisbourg or Fort Ste. Marie on the spot, returning to old grist mills to check the machinery again, searching farm house attics for old lanterns, cradles, or carriage lamps. When he draws snowshoes they are correct for time and place and the user, whether Indian or white man. The same is true of canoes, the dove-tailing of log buildings, and even wheels for cart, wagon or carriage, in all their variety. It was right and proper, there-

fore, that Dr. Jefferys should have been called in as consultant on all sorts of problems that had to do with the reconstruction of Canada's past, an outstanding instance being the Habitation of Champlain at Port Royal.

"Landscape in the English Novel" by Jefferys was included as a chapter in *The Art of the Novel* by Pelham Edgar, and is distinguished both by its prose style and its broad knowledge and insight. Both artists and novelists would do well to learn it by heart. Unpublished, and relatively unknown, are several delightful and scholarly lectures which throw a revealing searchlight into his method and intention as an historical artist. The chief of these are "The Visual Reconstruction of History" and "Hair, Hats and History." If he can reveal an era in canoe, fence or wheel, he can likewise record a passing age in the ways people dressed their hair, or in the kinds of hats they wore. It is difficult to say which gives the greater pleasure, his clear expressive drawings, or his crisp, whimsical and vivid prose.

Other men have been honoured because of their substantial contributions toward a better understanding of French-speaking Canada, but few writers have equalled, let alone surpassed, Jefferys' interpretation of French Canadian history and community life. He approached his task with a sensitive mind, swift insight and great dedication. Knowing the country and the people intimately, reading their literature, sifting their archives, and making his own translation of key records, he has with great sincerity and understanding done more than any other artist to interpret French Canada to the rest of the Dominion. Every boy and girl in English-speaking Canada knows Jefferys' French Canadian pictures almost as well as they know the palms of their own hands. If we have bridge builders between the French and English in Canada, C. W. Jefferys has been of their number.

C. W. Jefferys has been honoured in his own time, among other things being elected a full Academician of the R.C.A., and made an honorary Doctor of Laws by Queen's University. He was made an honorary chief of the Mohawks at Brantford, and given the name Ga-re-wa-ga-yon—Historical Words. He founded the Graphic Arts Club (1903) and was its first president. He has been president of the Arts and Letters Club, the Ontario Historical Society, and the Ontario Society of Artists, and served on

the Council of the Royal Canadian Academy and the Champlain Society. During the First World War, Jefferys served on the Canadian War Records at Niagara and Petawawa military camps, and produced many fine drawings and paintings. His painting "The Founding of Halifax" was used for the four-cent stamp issued to commemorate the founding of Halifax, and came almost as a recognition of his eightieth birthday from his grateful country. Dr. Jefferys designed the Tyrrell Medal, awarded by the Royal Society of Canada, and he also designed the Jubilee Medal of Canadian Confederation. No Canadian is more secure in the affection of both English and French in this country, or more certain of an abiding place in the history of Canada, a history which he has done so much to interpret, adorn and make live again.

LORNE PIERCE.

York Mills, Ont.
August 25, 1950.

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INDIANS, drawn by RINDISBACHER



The Red Lake Chief making a speech to Governor Pelly at Fort Douglas, Red River, 1825



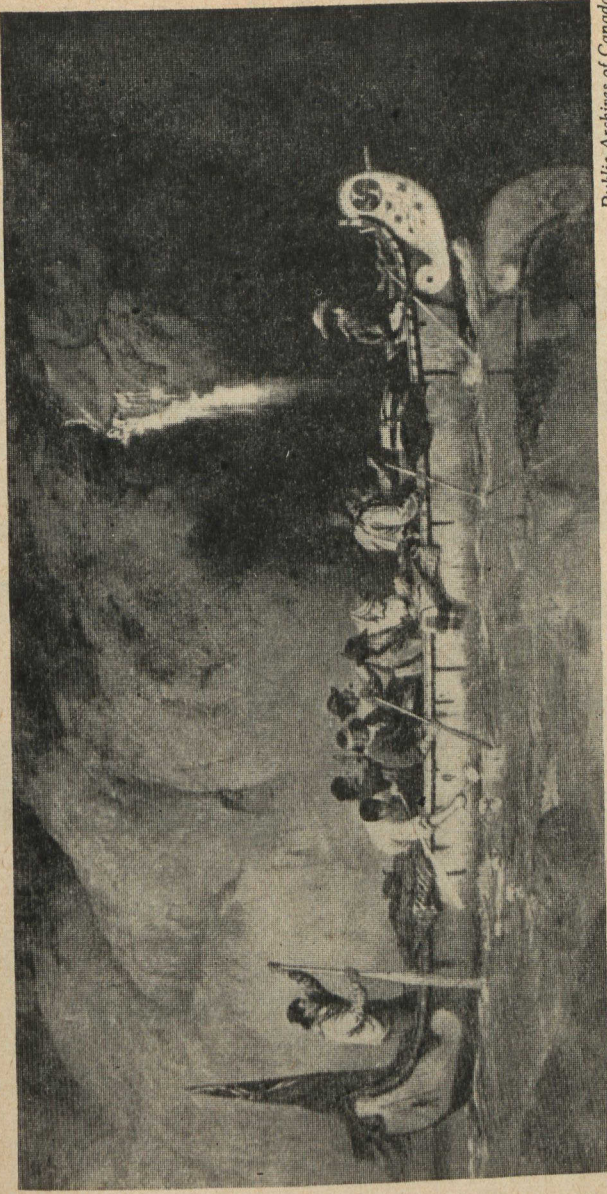
The Red Lake Chief with some of his followers visiting the Governor at Red River



Public Archives of Canada

REPAIRING BIRCHBARK CANOE

From a painting by Mrs. Edward Hopkins.

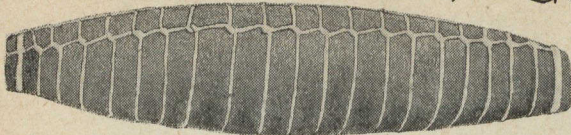


Public Archives of Canada

NORTH CANOE

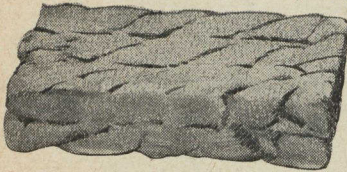
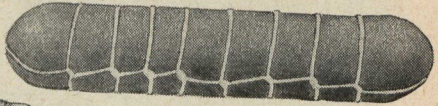
From a painting by Mrs. Edward Hopkins.

INDIAN TRADE GOODS



3 lb.
Carrot
←

1 lb.
Carrot
→



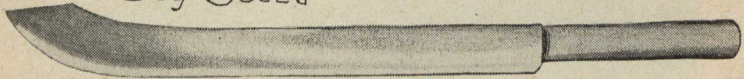
1 lb
Twist
←
Tobacco



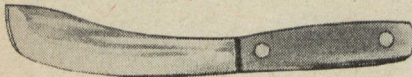
Blade of
Crooked Knife



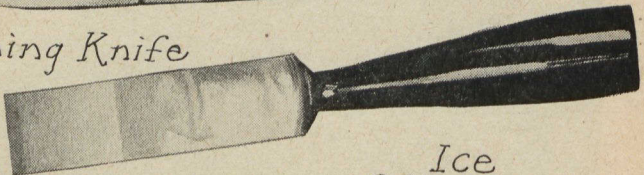
Dog Bells



Snow Knife



Skinning Knife



Ice
Chisels



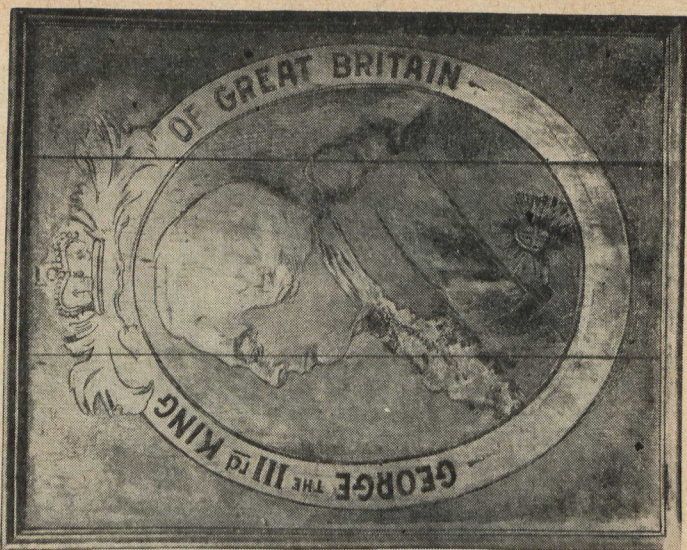
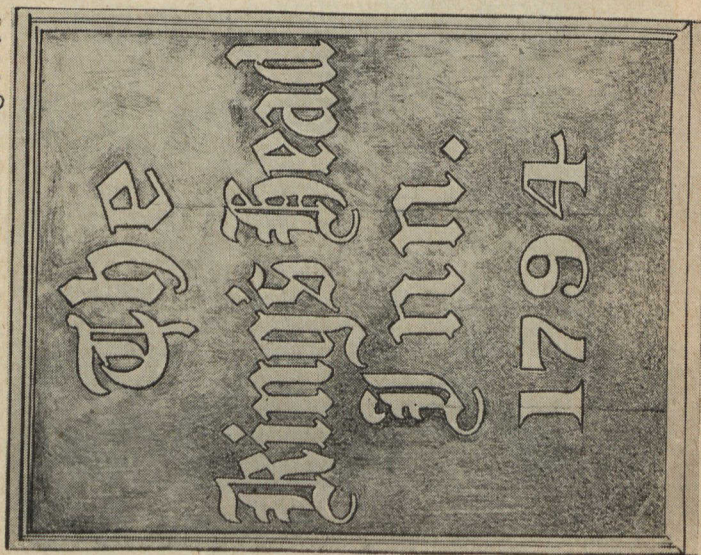
Courtesy of "The Beaver" &
The Hudson's Bay Company



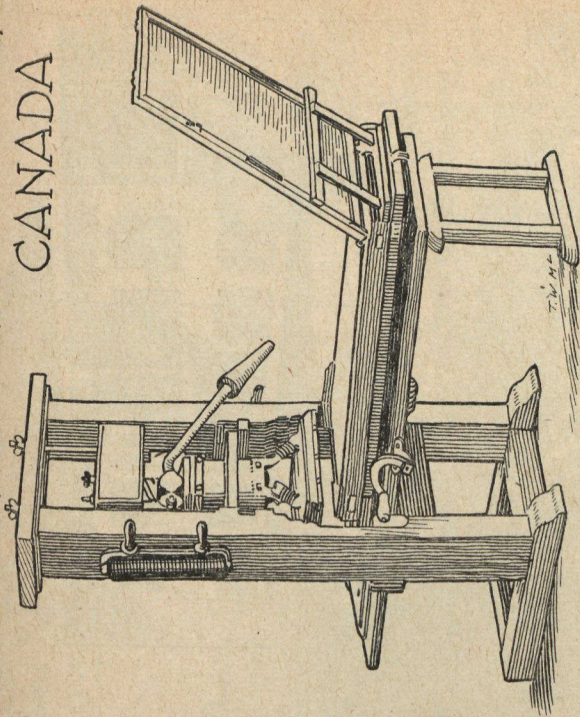
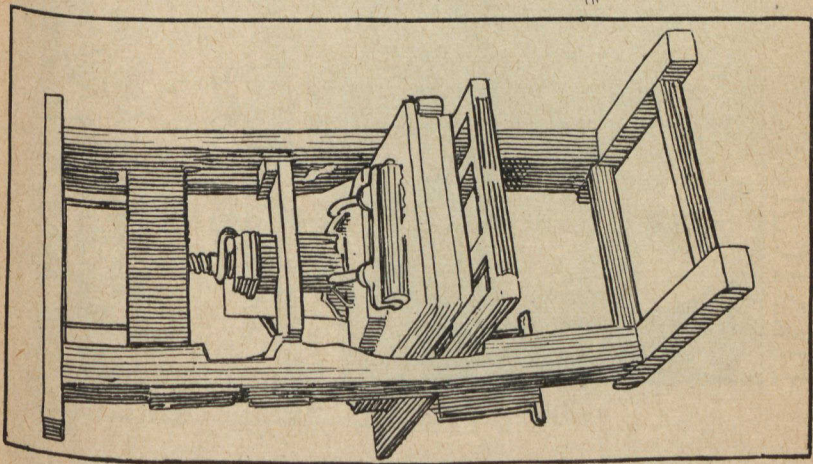
ASSINIBOINES OF THE NORTHERN BRANCH OF THE
SIOUX

From photograph by George Anderton, 1874.

KING'S HEAD INN SIGNBOARD
Burlington Beach, Ont.



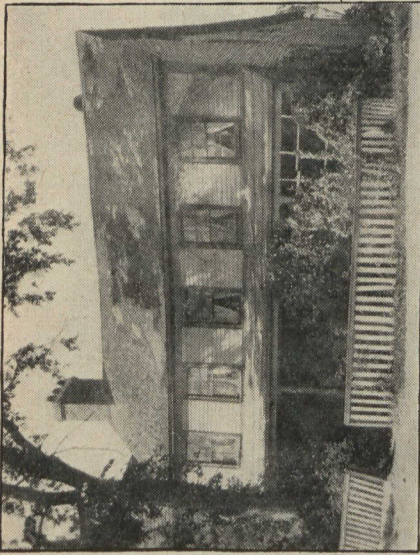
THE FIRST PRESS IN UPPER
CANADA



On this press was printed
The Upper Canada Gazette
at Newark, (Niagara-on-the-Lake),
in 1793

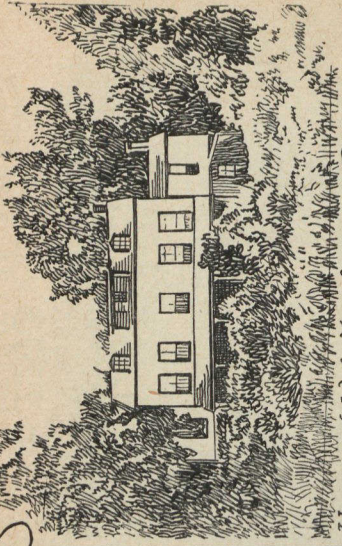
From collection of Royal Ontario Museum, Toronto.

HISTORIC HOMES

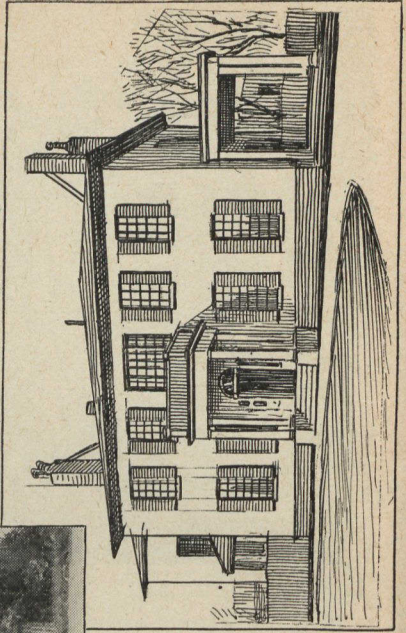


Home of Judge
T.C. Haliburton
Annapolis Royal, N.S.
1820-1828

Home of Chief Justice
Sir John Beverley Robinson,
John Street, Toronto

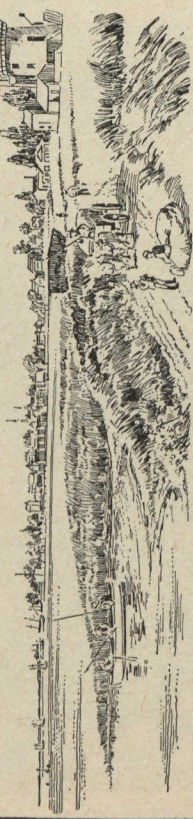


Home of W.L. Mackenzie, Dundas, Ont.

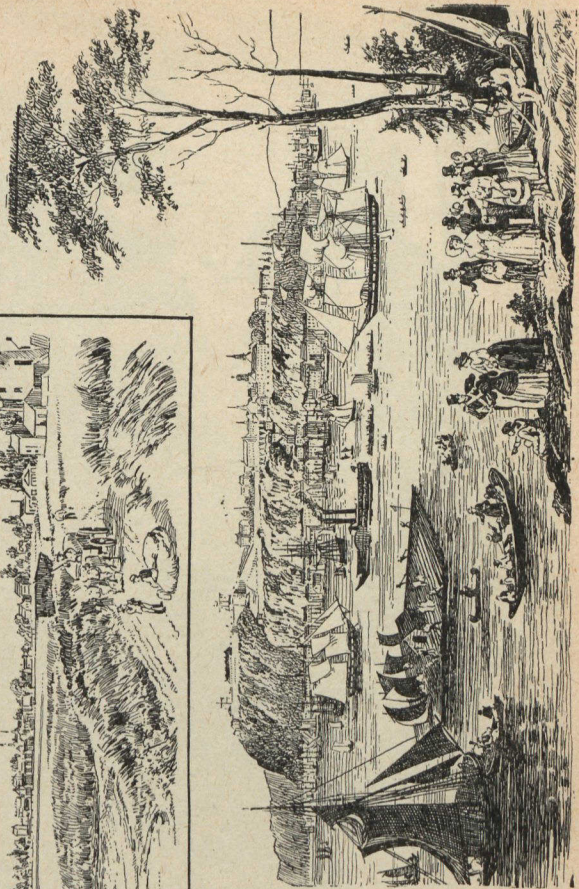


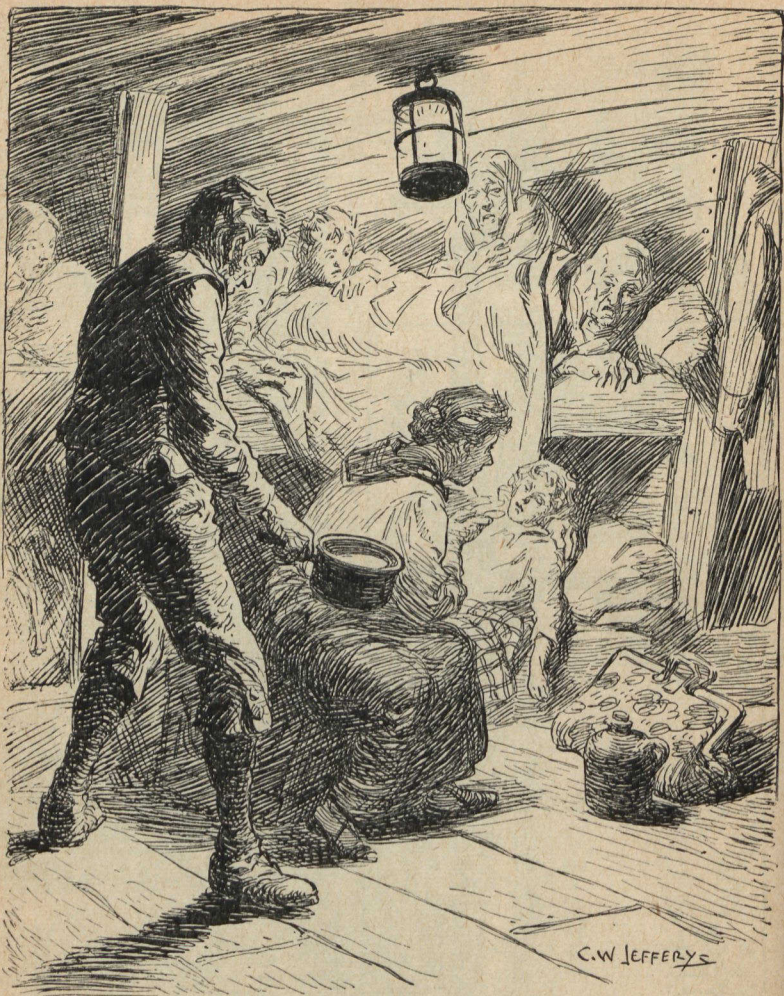
QUEBEC and TORONTO in the
THIRTIES

Quebec
from a drawing
by Capt. Besufof



Toronto 1834
from the east,
showing the
Gooderham
Windmill



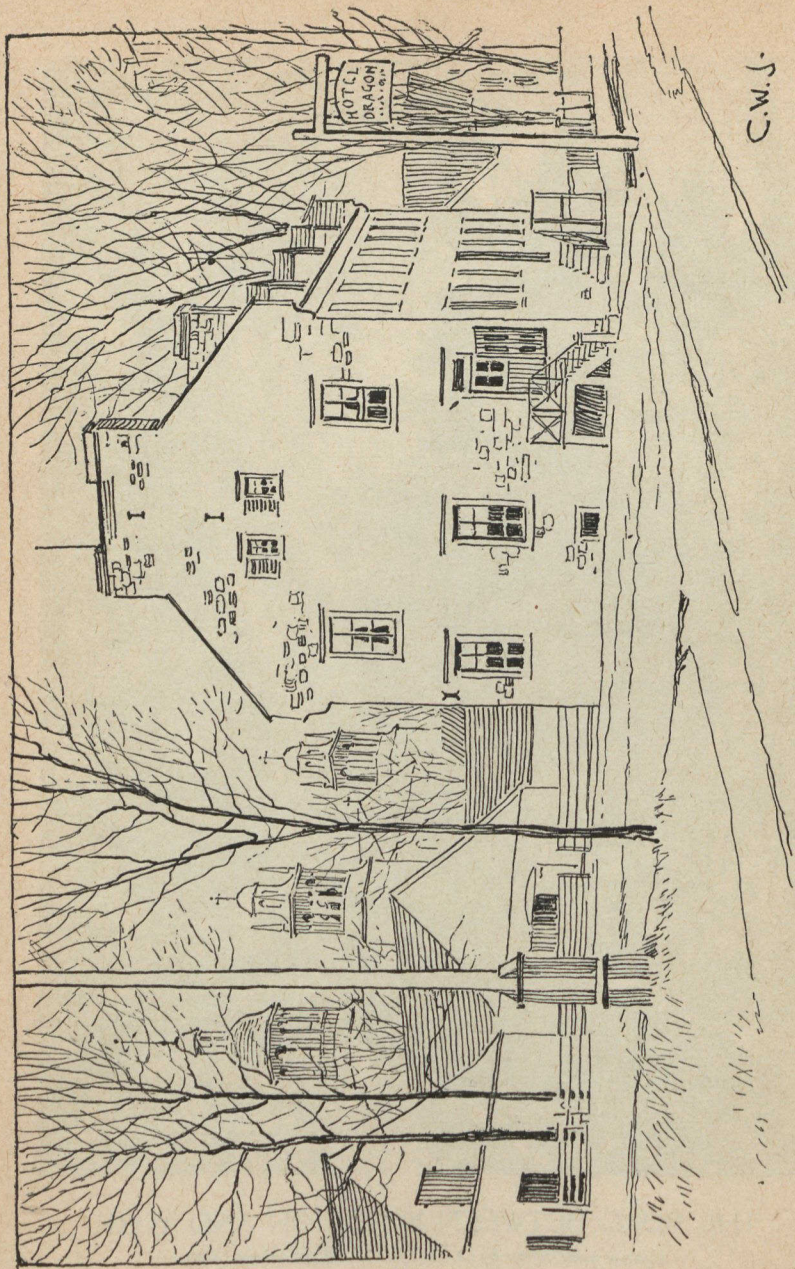


ON BOARD AN IMMIGRANT SHIP IN THE THIRTIES



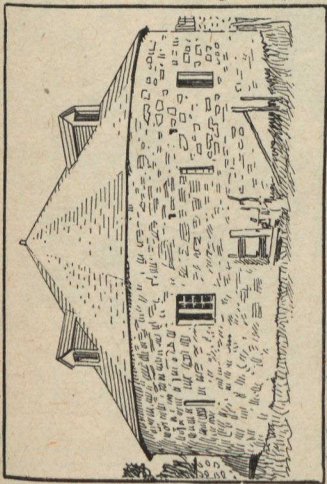
THE ROAD BETWEEN KINGSTON AND YORK

From a water colour by Lt.-Col. Jas. Cockburn (about 1830).

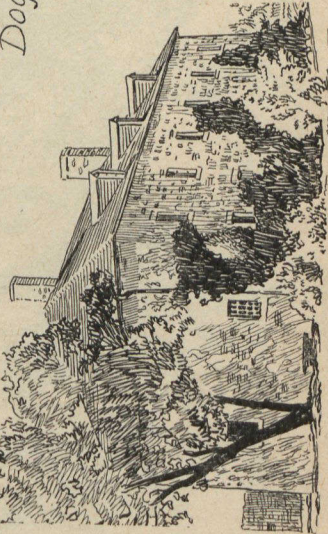


HOTEL DRAGON, VILLAGE OF ST. DENIS, RICHELIEU

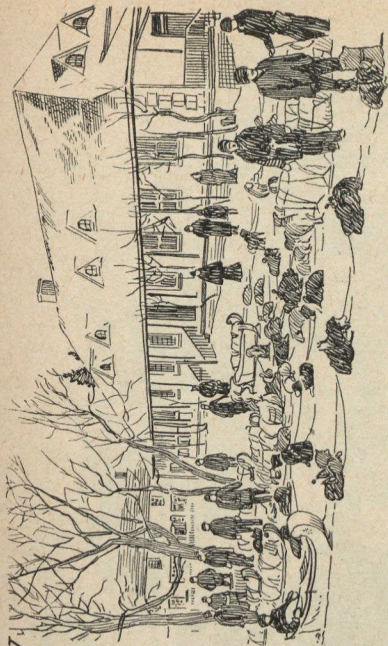
LOWER FORT GARRY



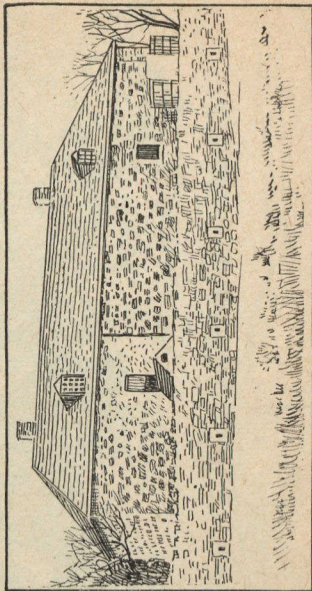
A Bastion



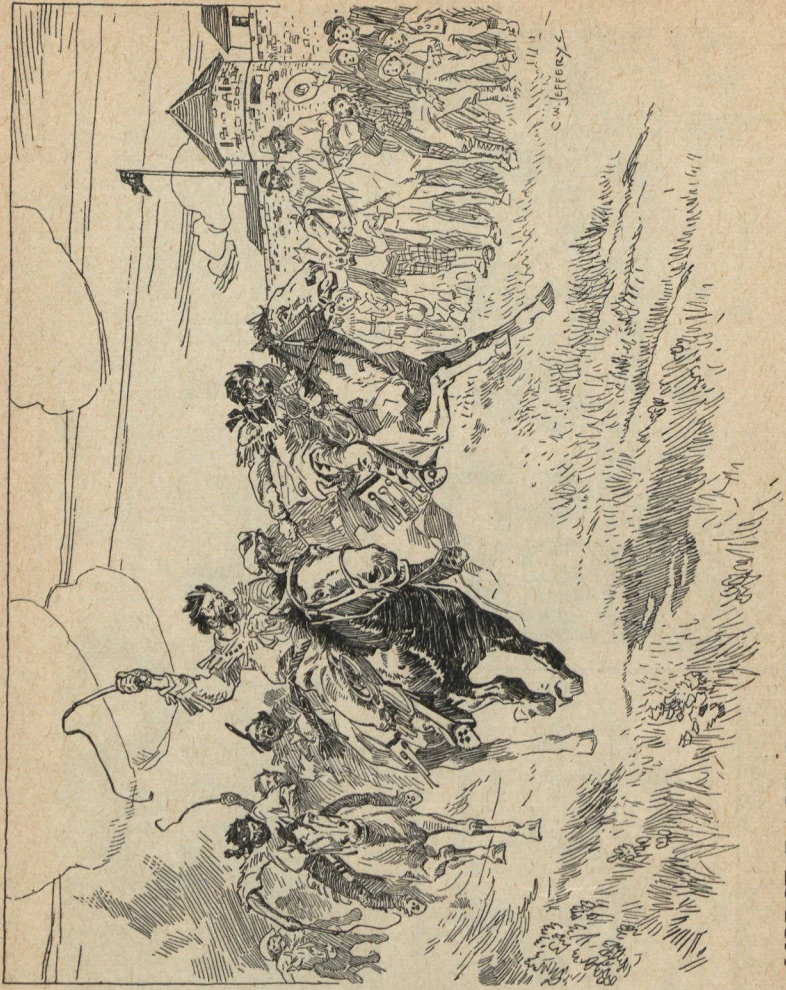
Sales Shop & Fur Loft built 1833



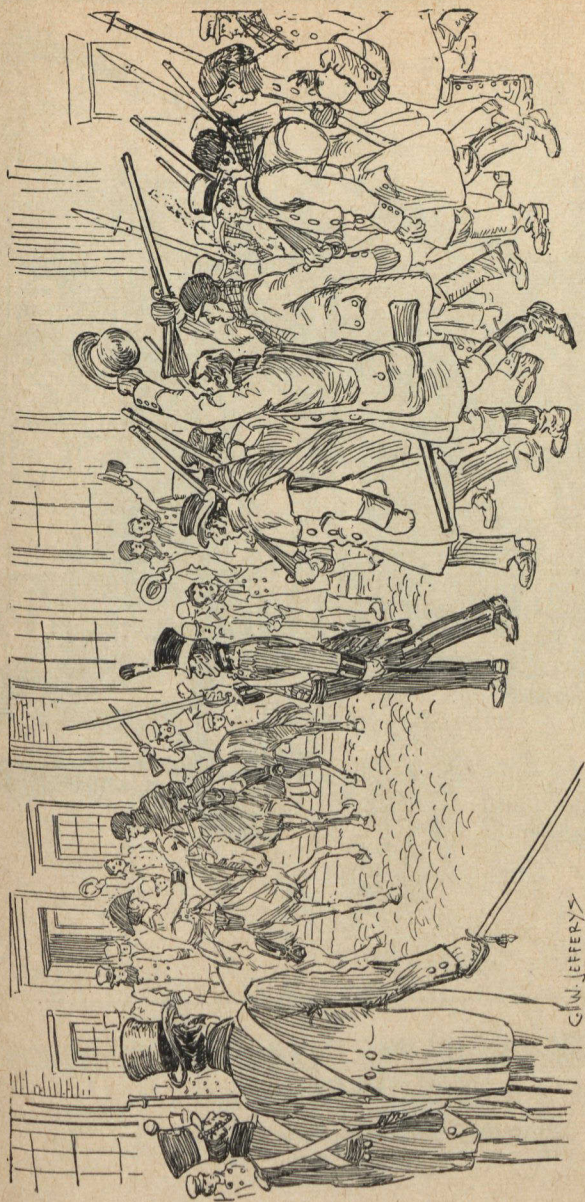
Dog Train in front of Factor's House



Penitentiary & North Wall

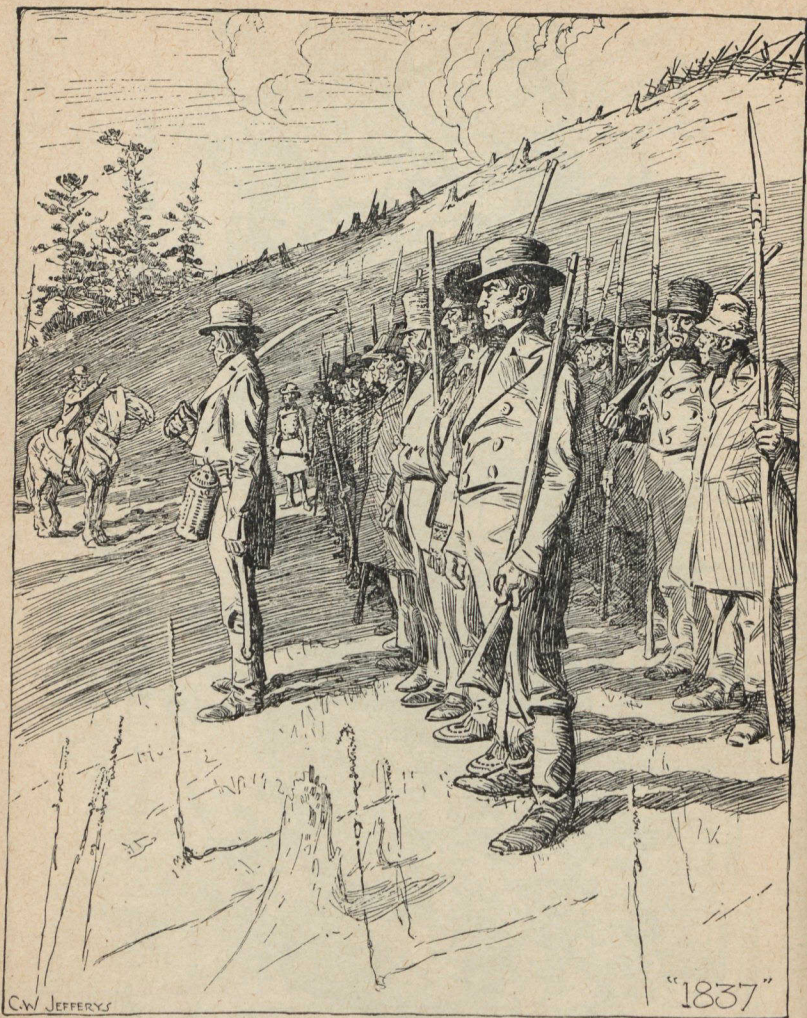


HORSE RACING OUTSIDE WALLS OF FORT GARRY, MANITOBA



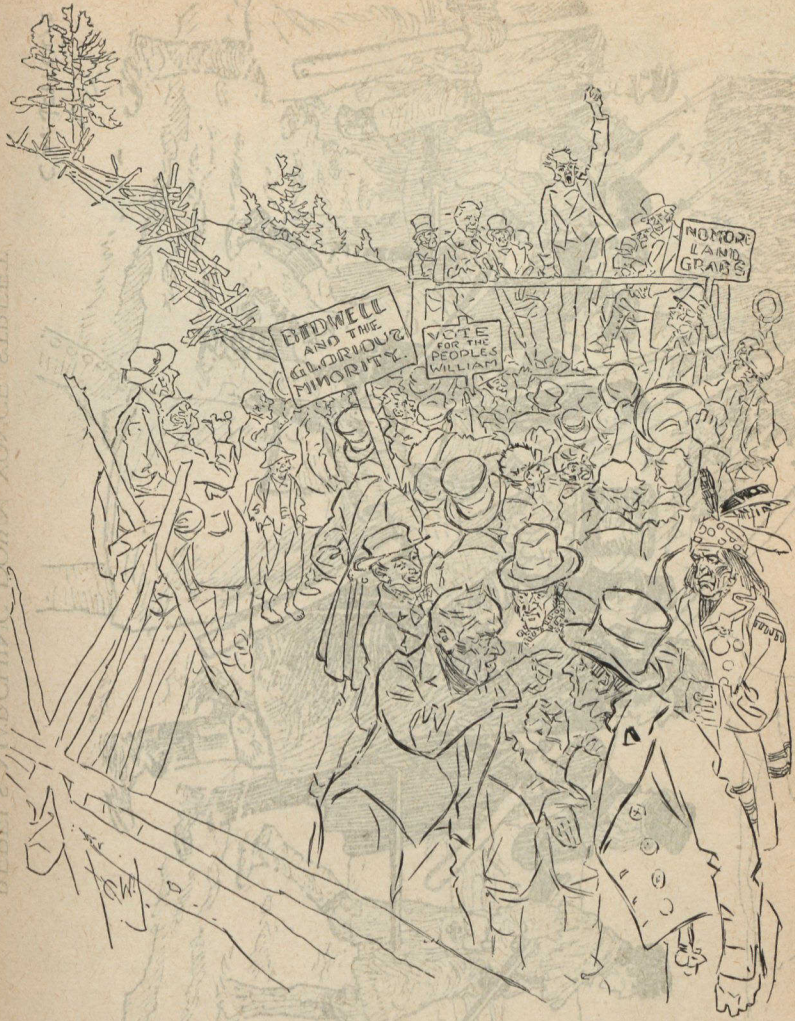
ARRIVAL OF LOYALIST VOLUNTEERS AT PARLIAMENT BUILDINGS
TORONTO, DECEMBER, 1837

From a pen drawing by C. W. Jefferys.



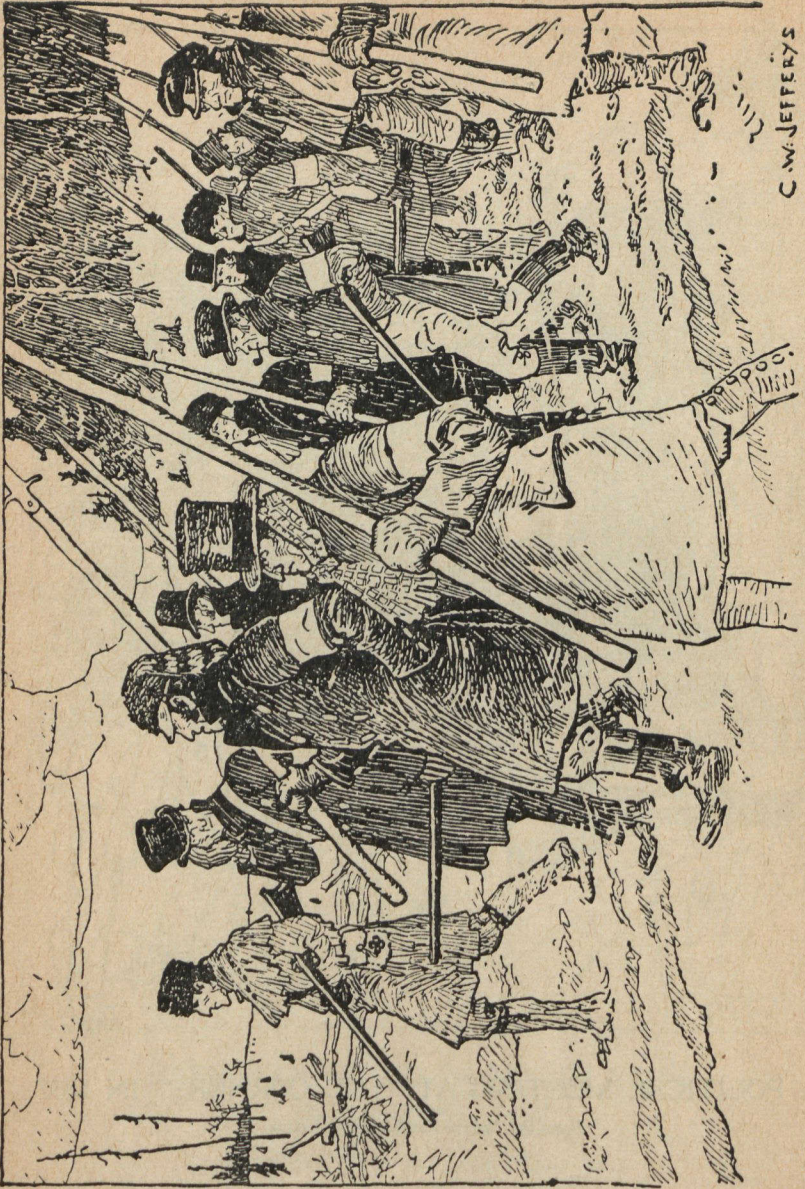
REBELS DRILLING IN NORTH YORK
IN AUTUMN, 1837

From the Toronto Art League Calendar.



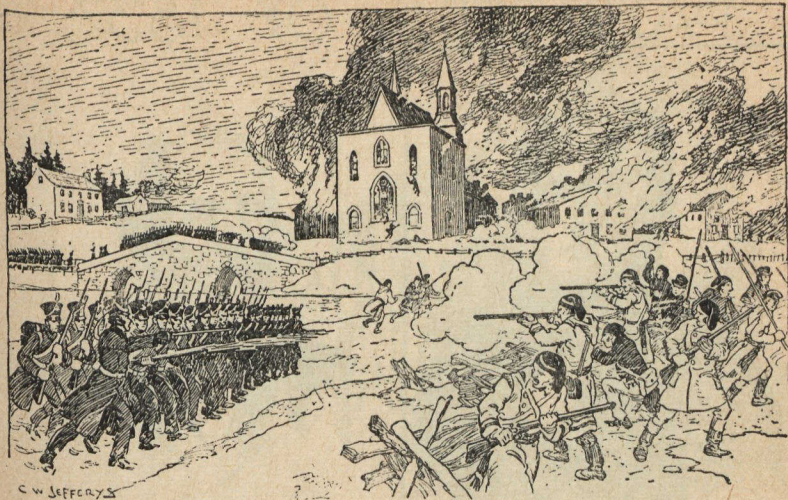
A POLITICAL MEETING AT "THE CORNERS" IN 1837

From the Toronto Art League Calendar.



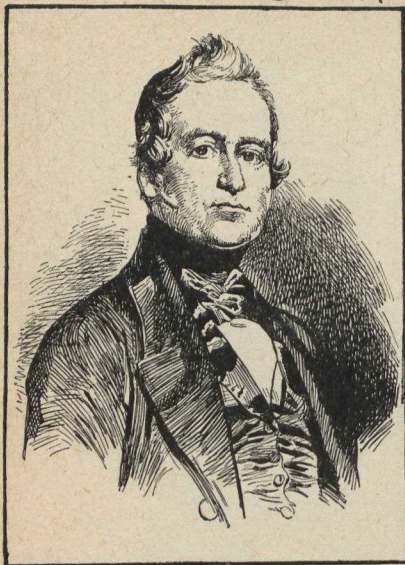
C. W. JEFFERY'S

REBELS MARCHING DOWN YONGE STREET

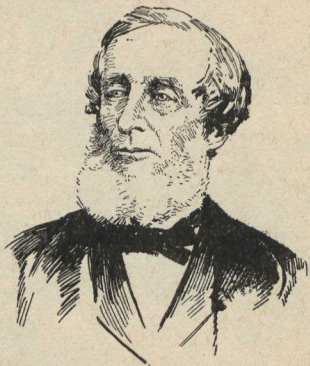


BATTLE OF ST. EUSTACHE, 1837

PATRIOTES OF 1837.



Louis Joseph Papineau



Thomas Storrow Brown

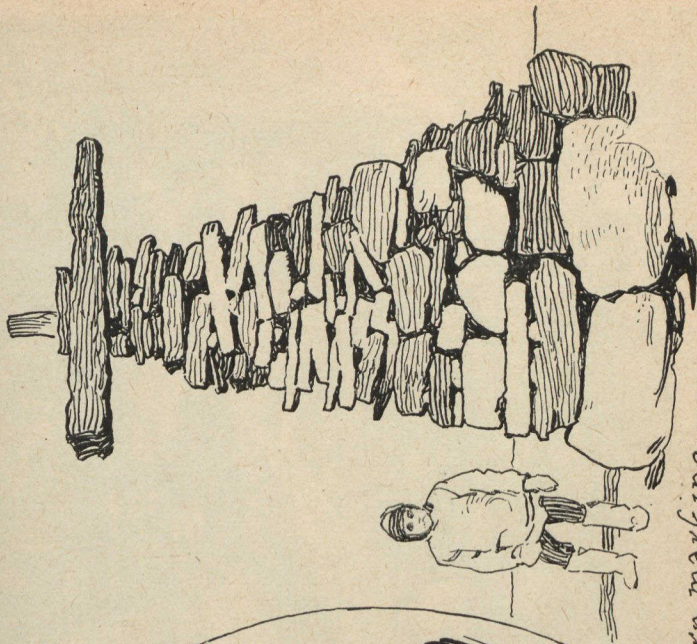
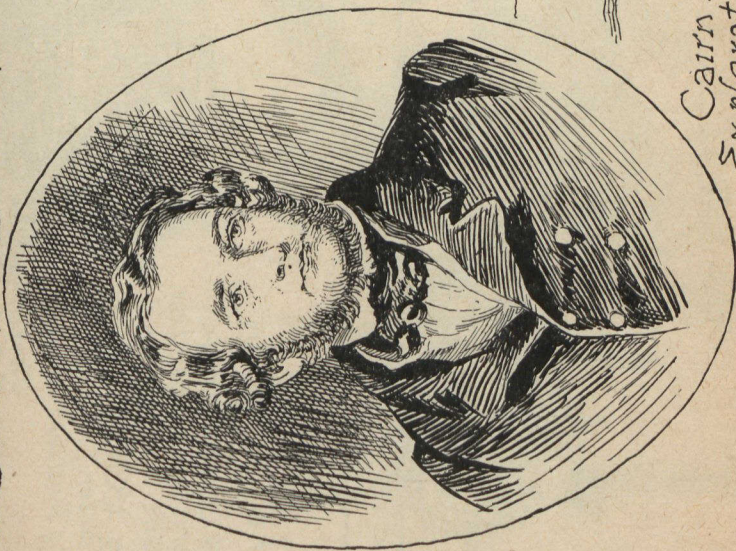


Denis Benjamin Viger



Dr. Wolfred Nelson
Leader at St. Denis

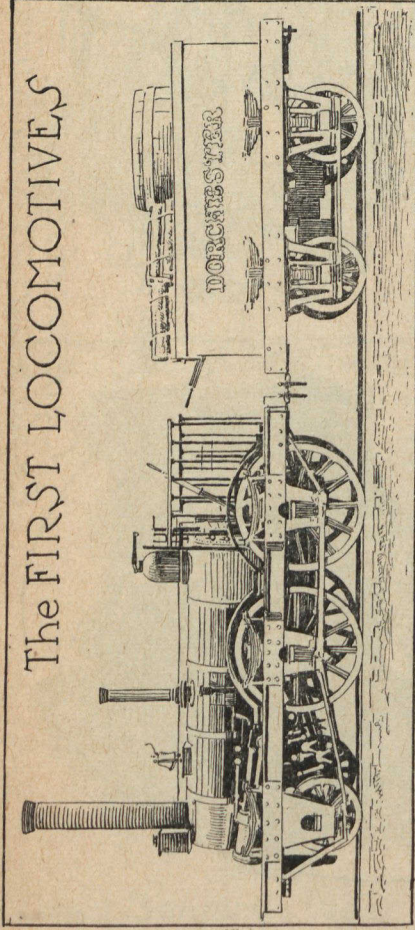
THOMAS SIMPSON, EXPLORER



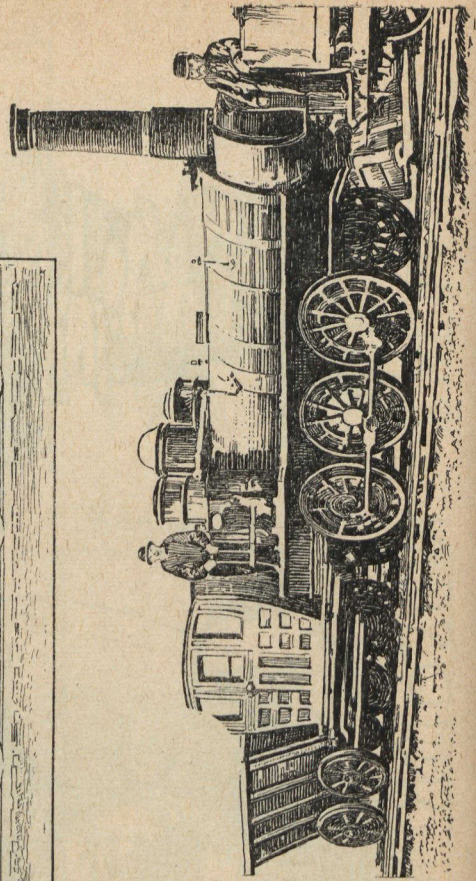
*Cairn marking
Exploration on King William Island 1839*

The FIRST LOCOMOTIVES

The "Dorchester"
 First Locomotive in
 Lower Canada, on
 LaPrarie Railway
 1836
 Model reconstructed
 by Canadian
 National Railways
 for the centenary

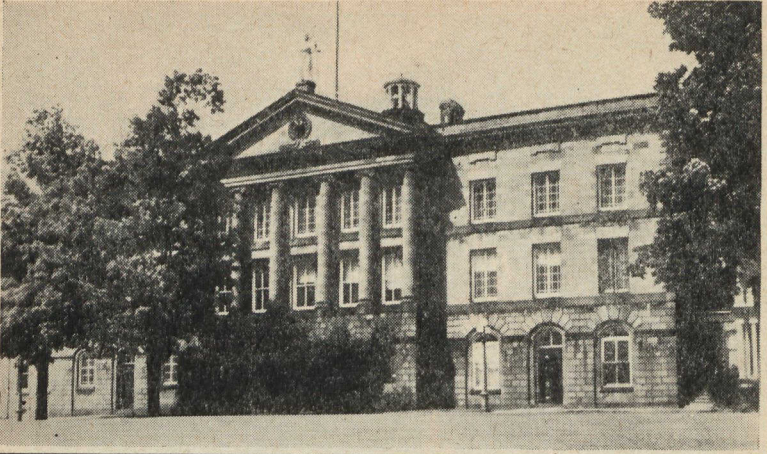


The "Sampson"
 First Locomotive in
 Maritime Provinces
 Built in England
 In 1837, ran from
 Stellarton Coal Mines
 to Pictou Harbour
 Now in
 front of Nova Scotian
 Hotel, Halifax

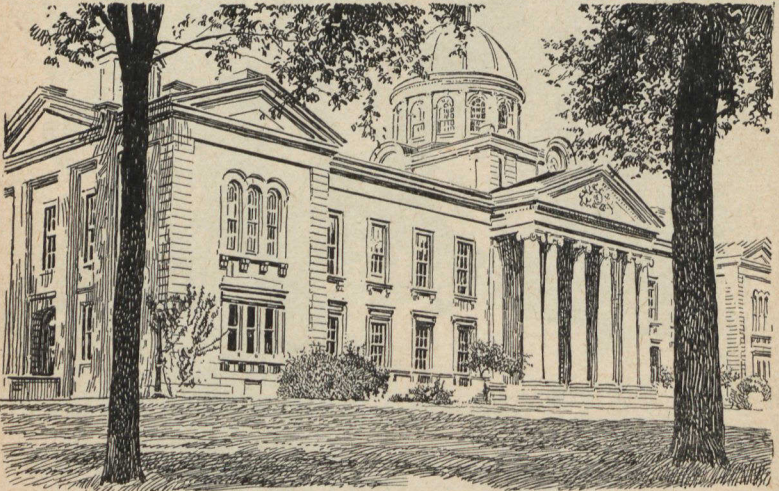




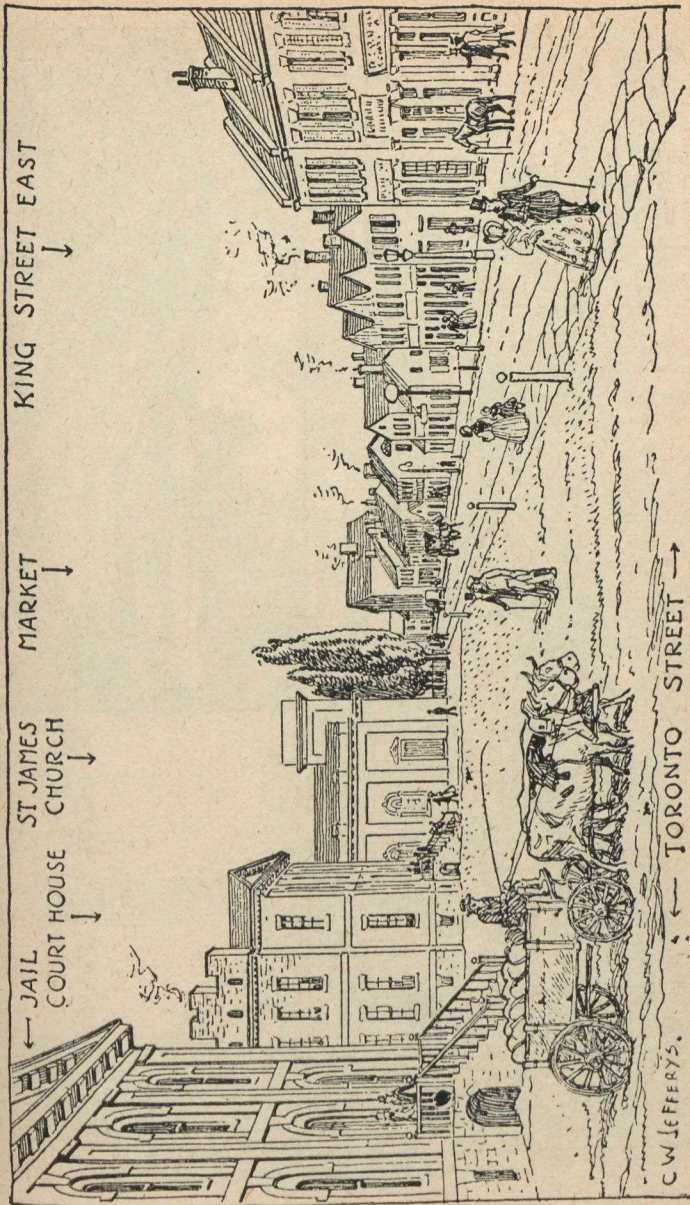
A VILLAGE DANCE IN 1840



Brockville 1841-43

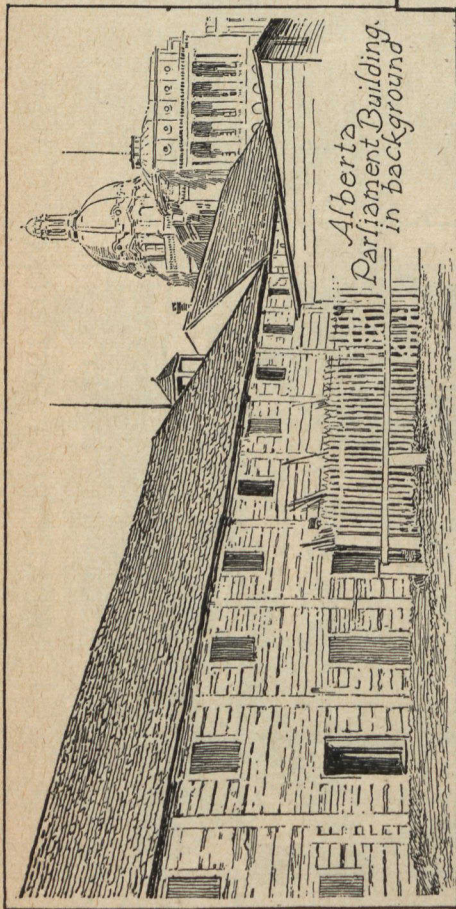


Kingston



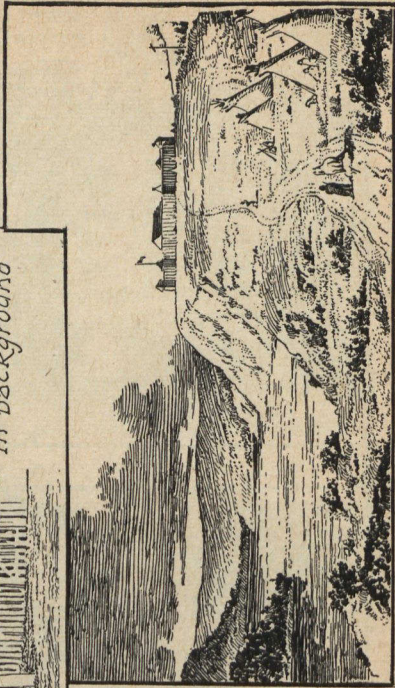
KING STREET EAST, TORONTO, 1840

Warehouse
of Fort
Edmonton
Torn down in
1911

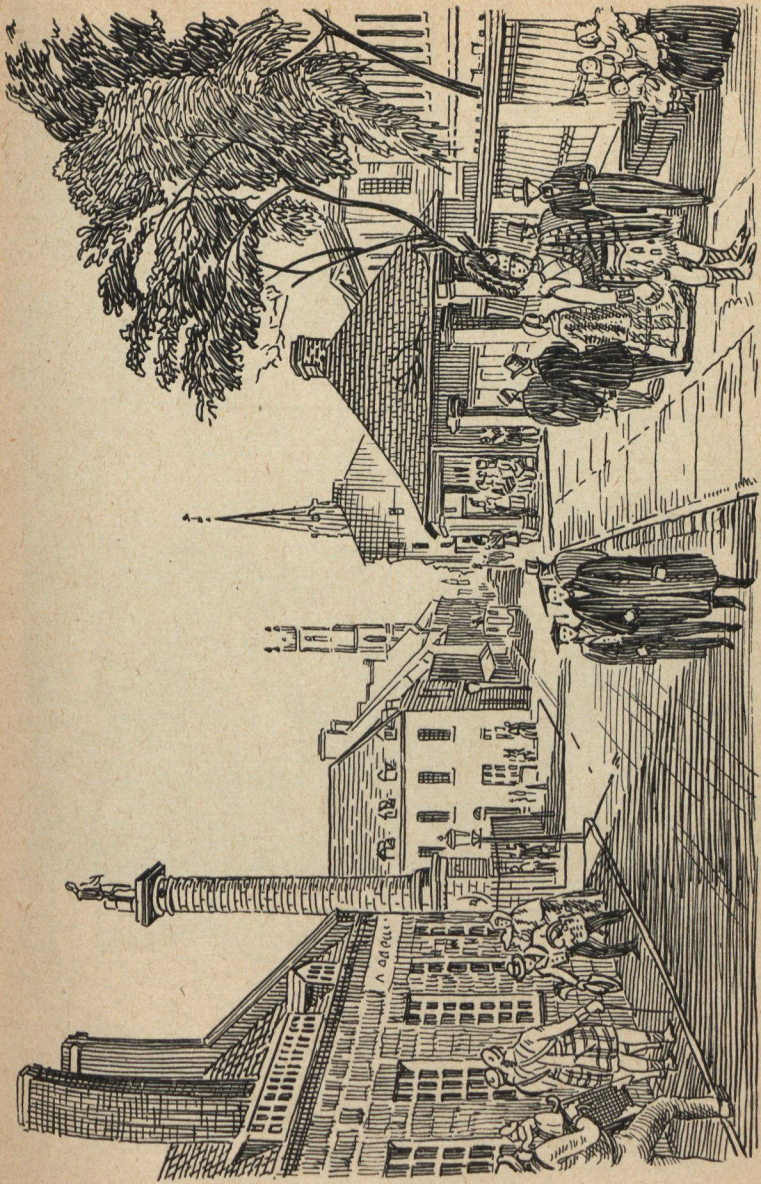


Alberta
Parliament Building
in background

FORT EDMONTON

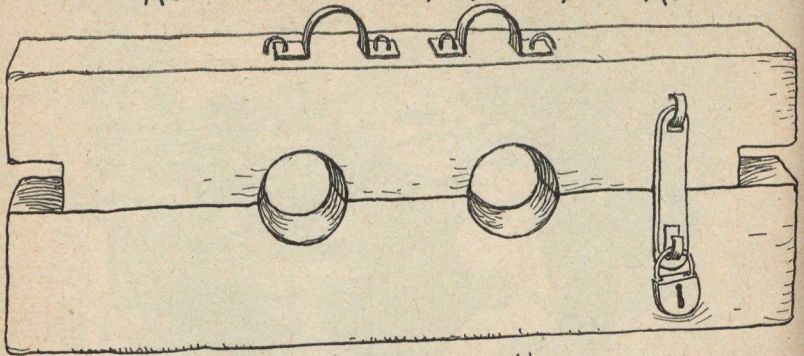


Paul Kane's painting of
Fort Edmonton in 1847
In Royal
Ontario Museum, Toronto

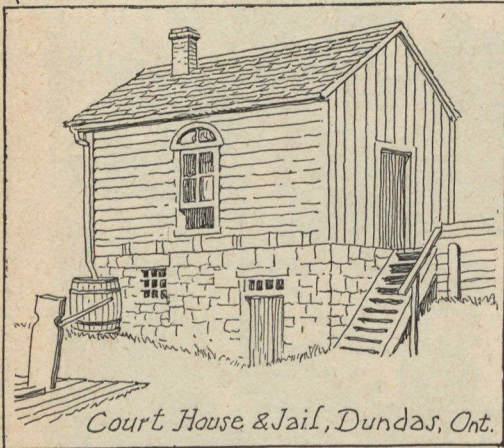


NOTRE DAME STREET, MONTREAL, SHOWING NELSON'S COLUMN

PAINS & PENALTIES

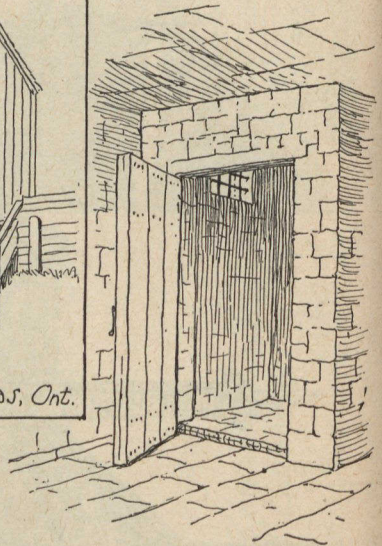


Stocks Royal Ontario Museum, Toronto

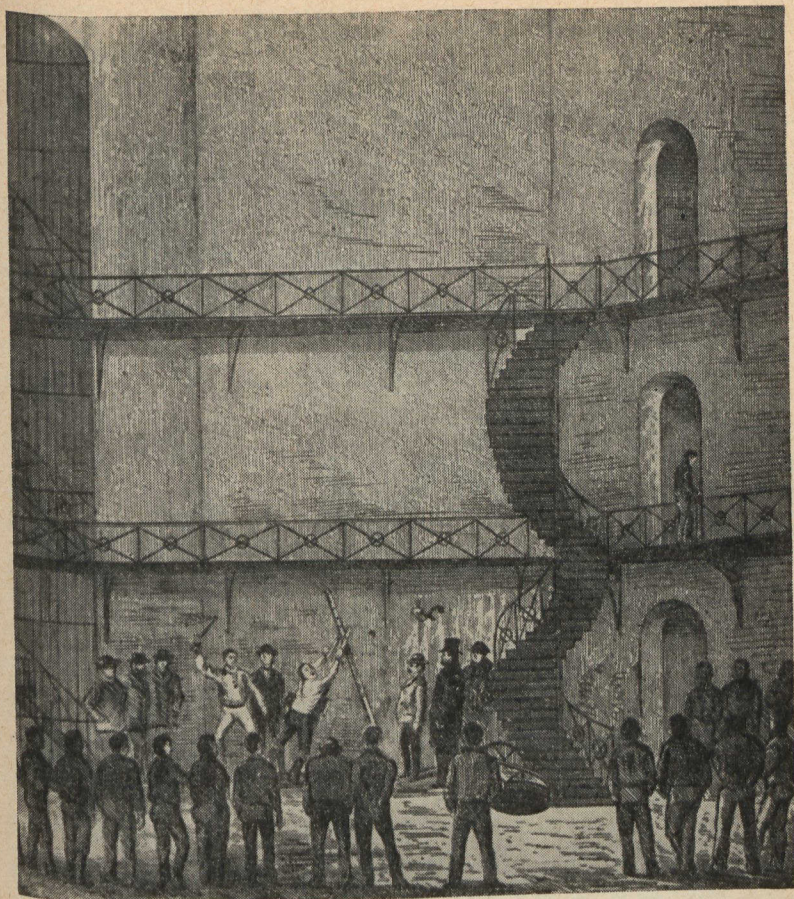


Court House & Jail, Dundas, Ont.

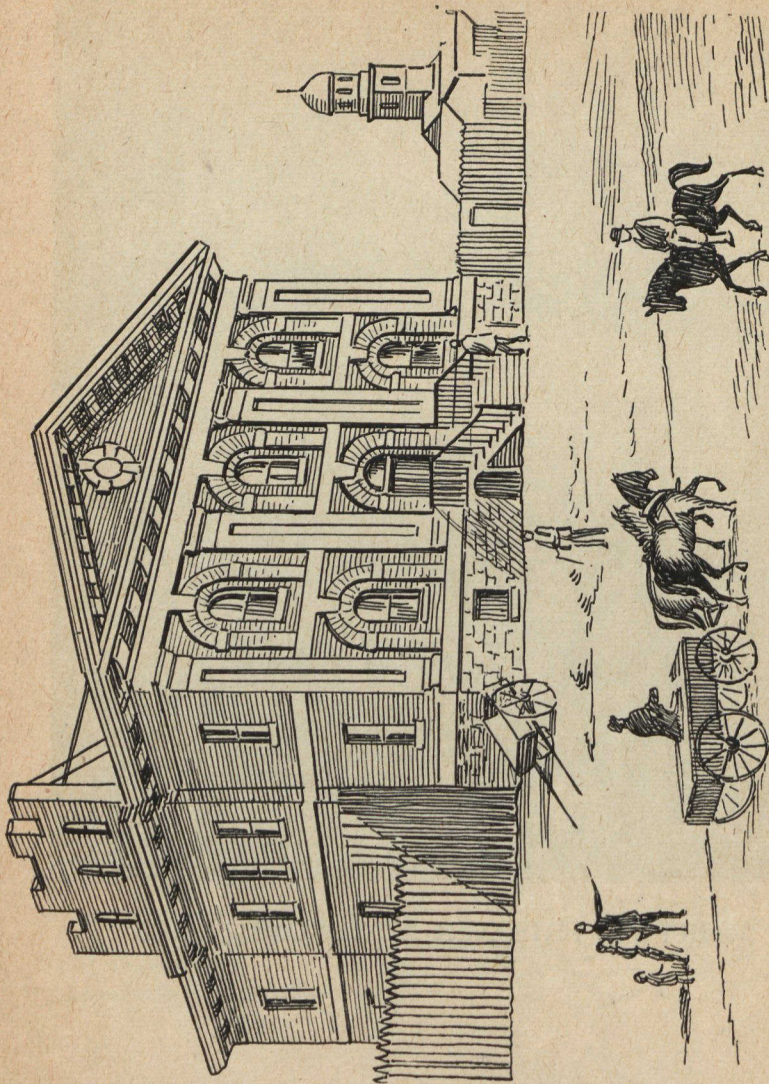
*From sketches by
J.R. Seavey in
"Wentworth Landmarks"*



*Jail Cell
Dundas*



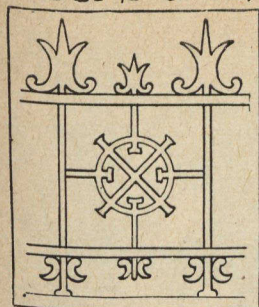
WHIPPING PRISONER AT TORONTO GAOL



COURT HOUSE AND JAIL, TORONTO, 1840, WITH PALISADED YARD
WHERE LOUNT AND MATTHEWS WERE HANGED

Pen drawing from an engraving of 1850.

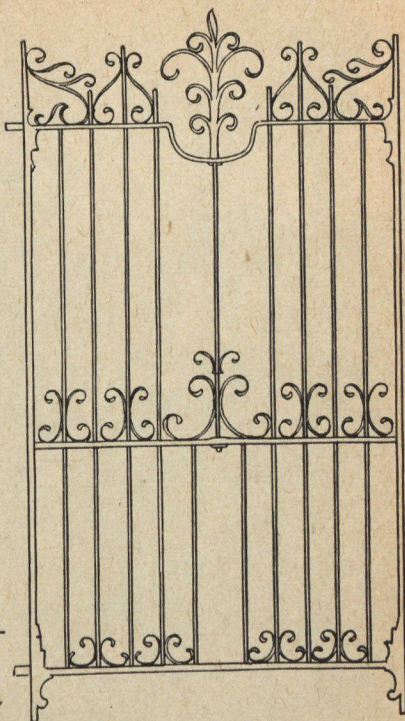
ORNAMENTAL IRONWORK



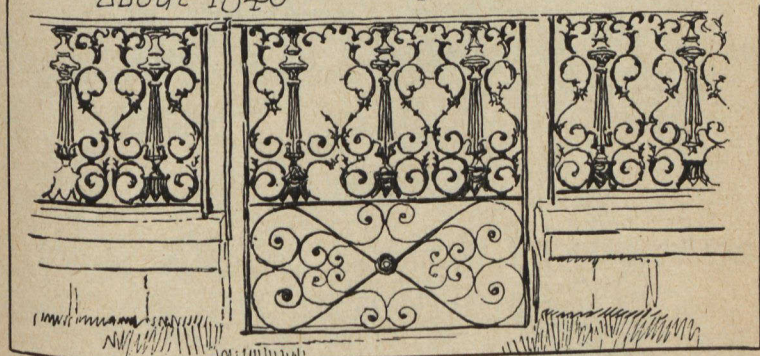
Cast Iron Fence
of Museum
Simcoe Ont

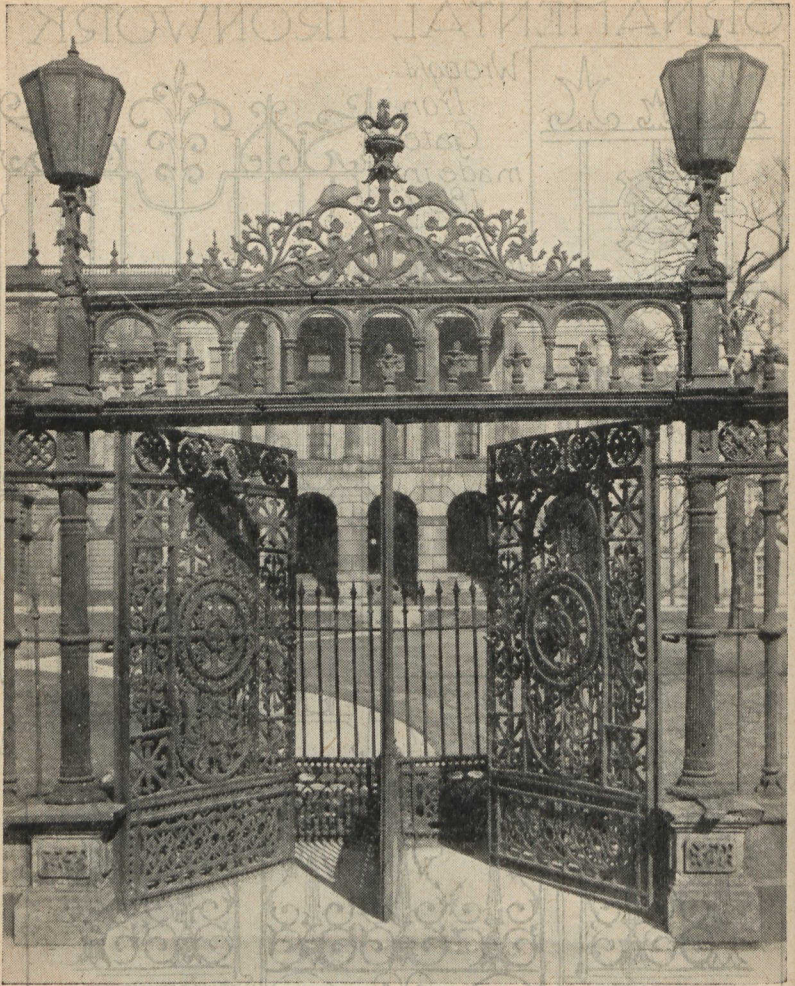
Wrought
Iron
Gate
made in
1834

In Museum
of
Norfolk
County
Historical
Society
Simcoe
Ont

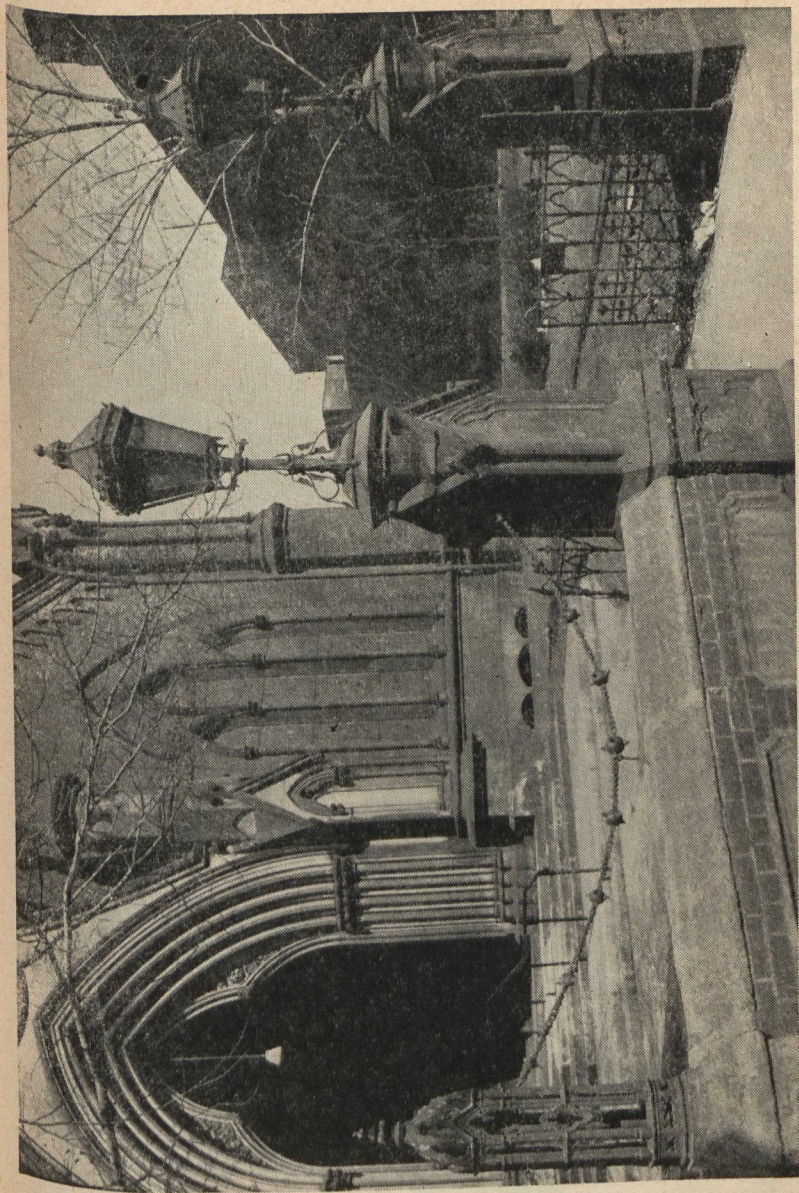


Cast Iron Fence of
House at Stamford, Ont.,
about 1840



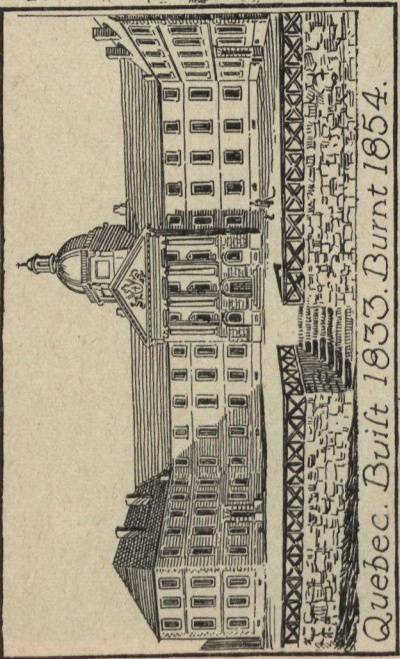


ORNAMENTAL IRONWORK, GATEWAY OF
OSGOODE HALL, TORONTO

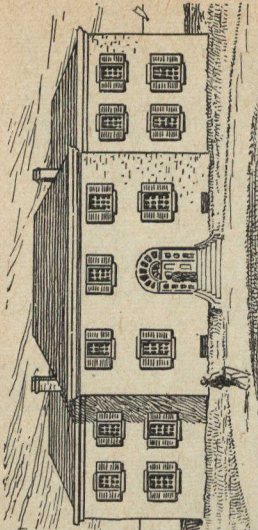


ORNAMENTAL IRONWORK, GATEWAY, ST. JAMES' CATHEDRAL, TORONTO

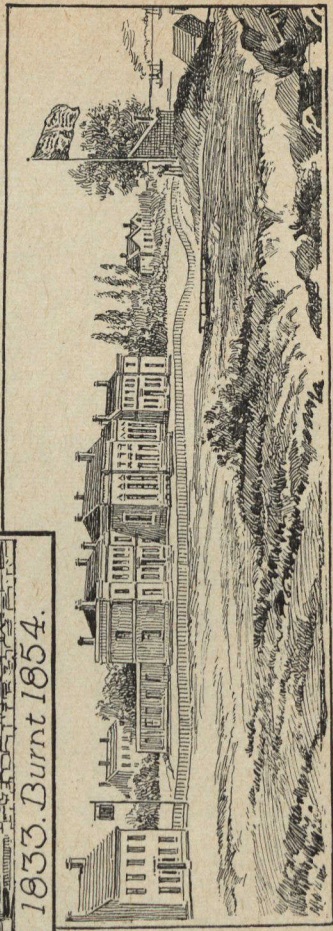
LEGISLATIVE BUILDINGS : UPPER & LOWER CANADA



Quebec. Built 1853. Burnt 1854.

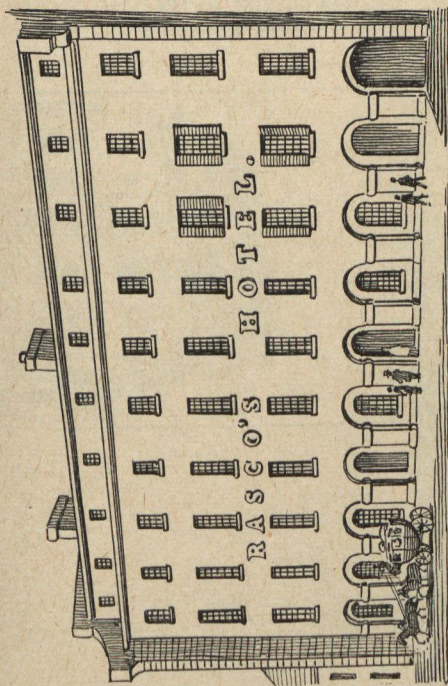


York. Built 1820. Burnt 1824.

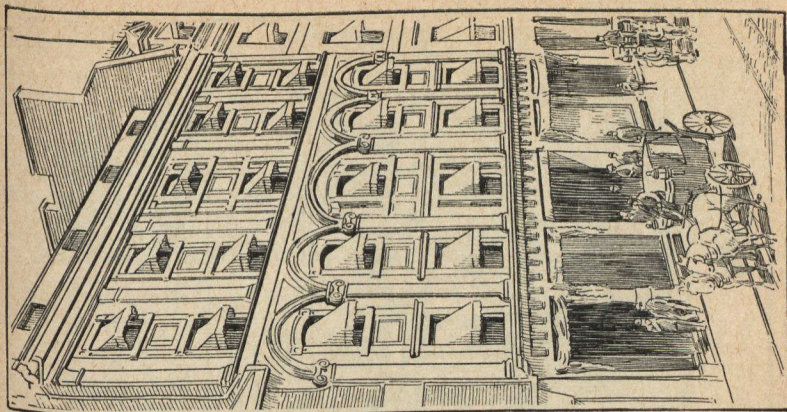


This view, from Bonnycastle's "Canada," shows the building erected at York in 1841-2 & its surroundings.

MONTREAL HOTELS

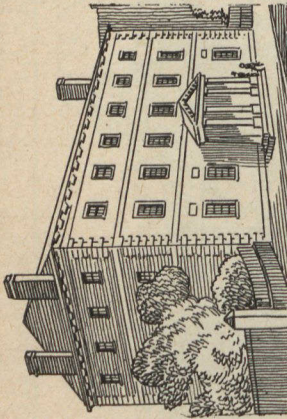


*Rasco's, St. Paul Street
 Opened 1856
 Leading Hotel in Thirties & Forties*

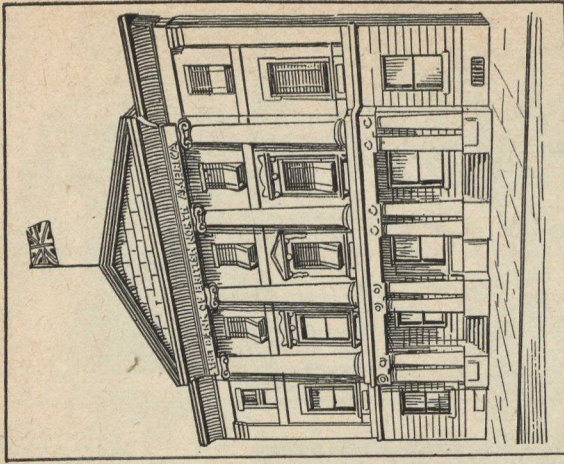


*St. Lawrence Hall
 St. James Street
 on site of present Royal Bank*

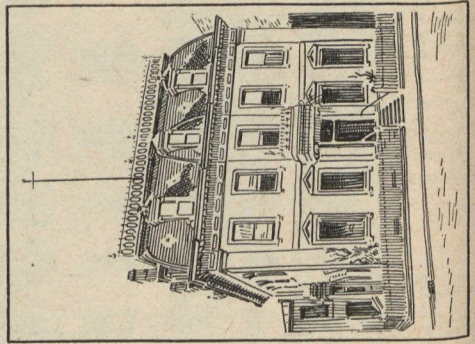
BANKS



Bank of Montreal
in
1846

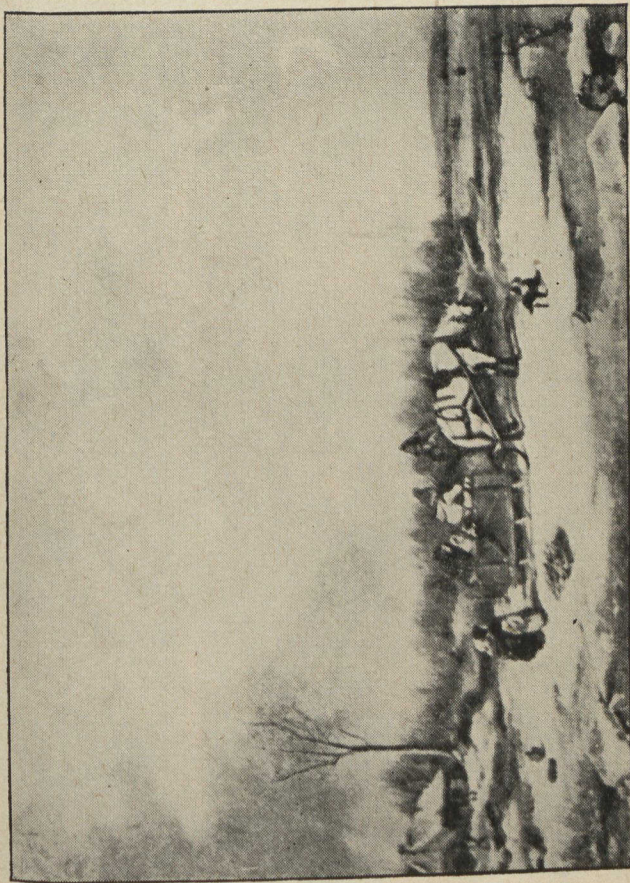


Bank of British North
America, Montreal
Erected 1857 Demolished 1912

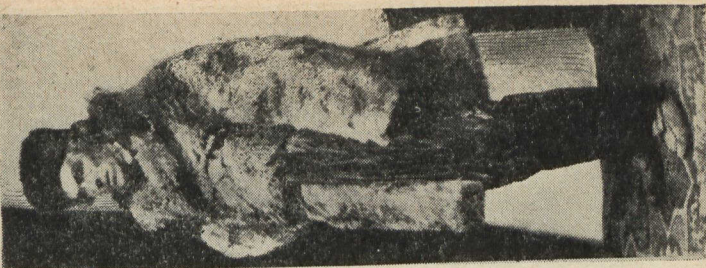


Gore Bank
Hamilton, Ont.
founded 1836

CORNELIUS KRIEGHOFF



Winter Landscape 1849
In National Gallery of Canada, Ottawa

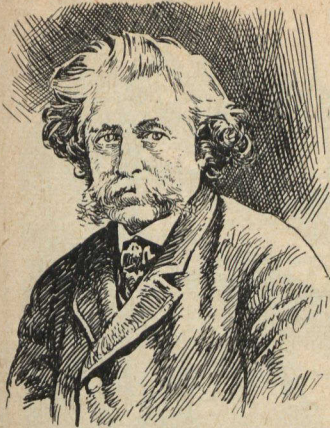


About 1859

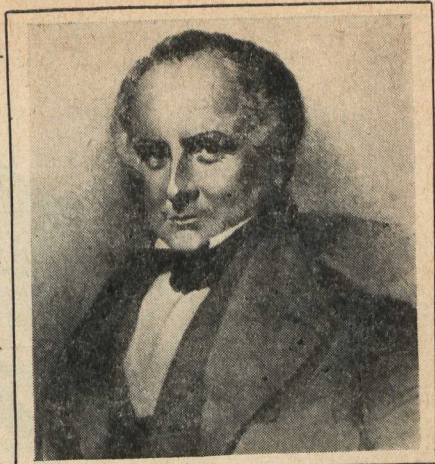


MAYOR WILLIAM WORKMAN OF MONTREAL
IN HIS OFFICIAL ROBES

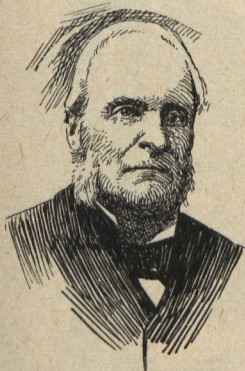
AUTHORS



Charles Sangster



Thomas C. Haliburton



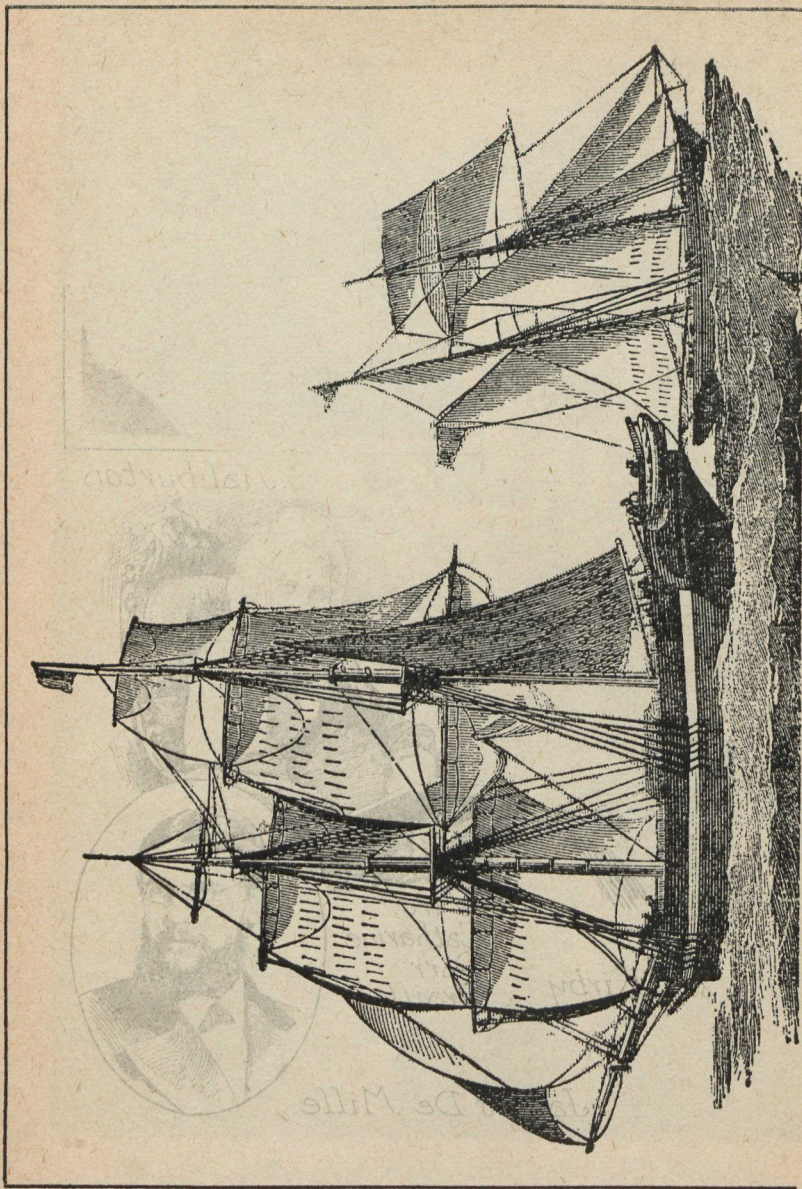
William Kirby



*Mrs.
Catharine
Parr
Traill*



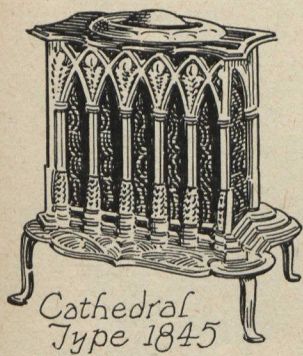
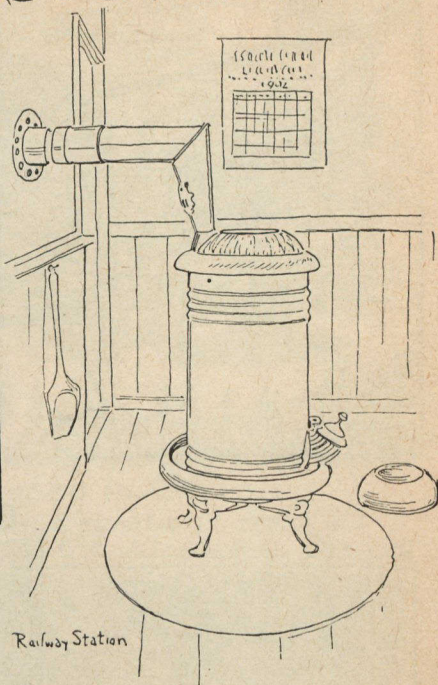
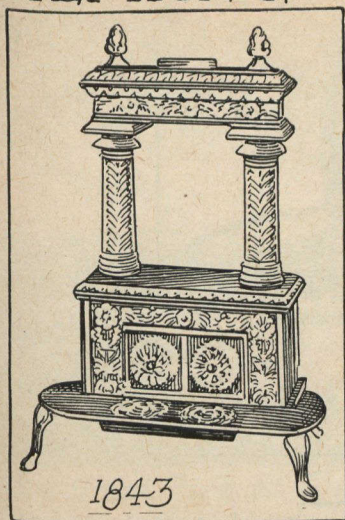
James De Mille



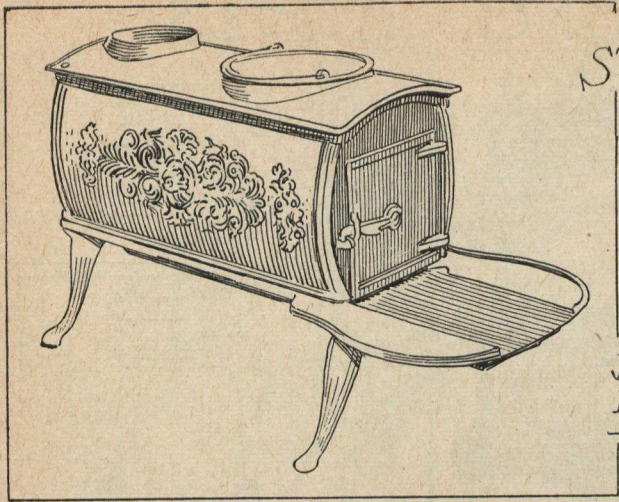
FULL-RIGGED BRIG OF 1843

ON THE RIGHT A TOPSAIL SCHOONER, SOMETIMES ERRONEOUSLY CALLED A "BRIG," ON THE GREAT LAKES
From a wood engraving. C. H. J. Spuler. The Telegraph, Toronto, 1910

HEATING STOVES

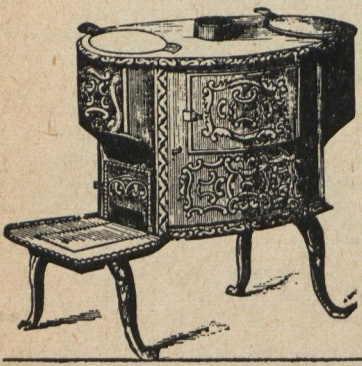
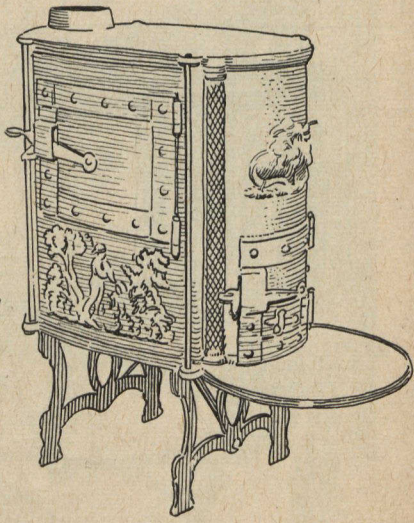


MORE
STOVES



Box Stove
1839

Ten Plate
Stove



Baltimore Cook Stove

FIRES



The Great Fire at Quebec in 1845

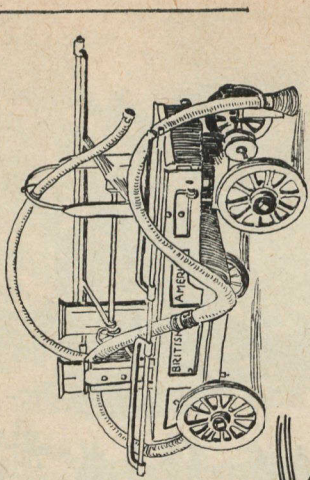
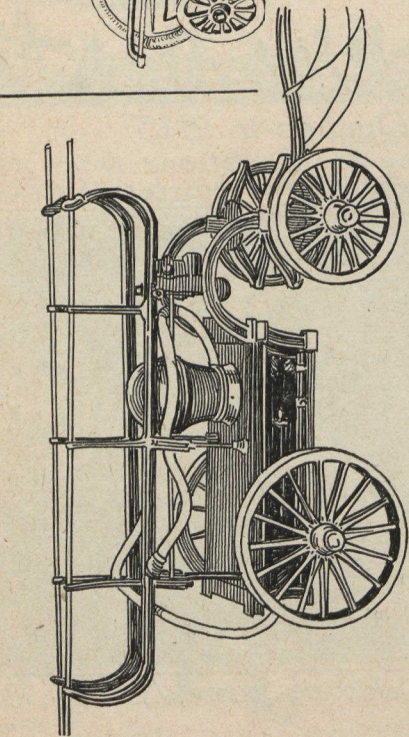
Quebec suffered many conflagrations from its early days until the end of the Nineteenth Century



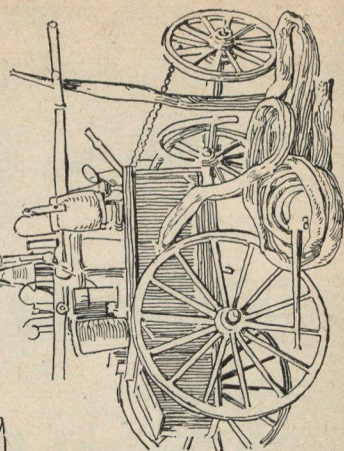
Burning of Hays House, Dalhousie Square, Montreal, 1852

FIRE ENGINES

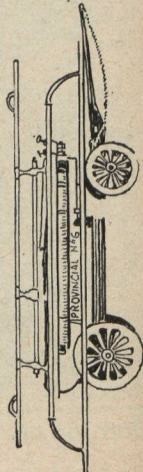
Engine presented to Toronto, 1837,
by British America Assurance Co.



1840-50

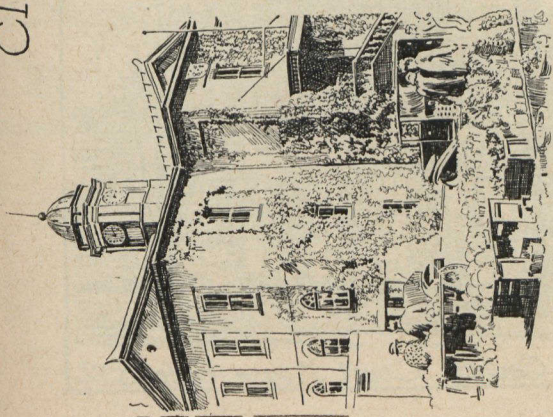


First Engine in Toronto, the "York",
1826, when Volunteer Department formed.
Manned by 8 men on each side.



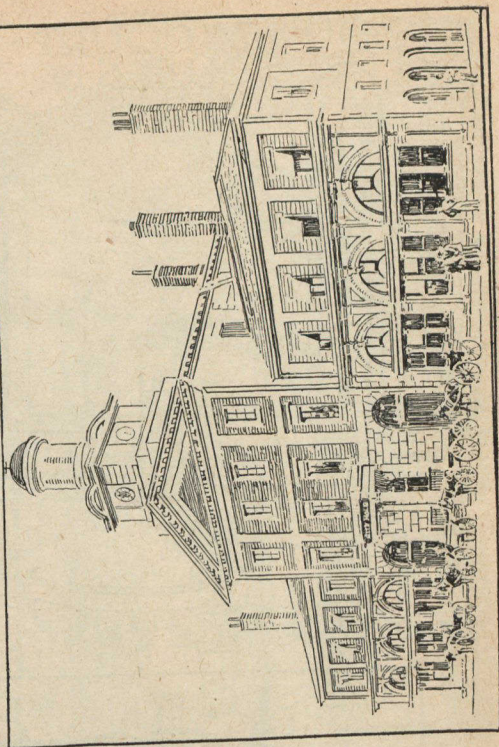
Fore and Aft
Type
1852

CITY HALLS . ONTARIO

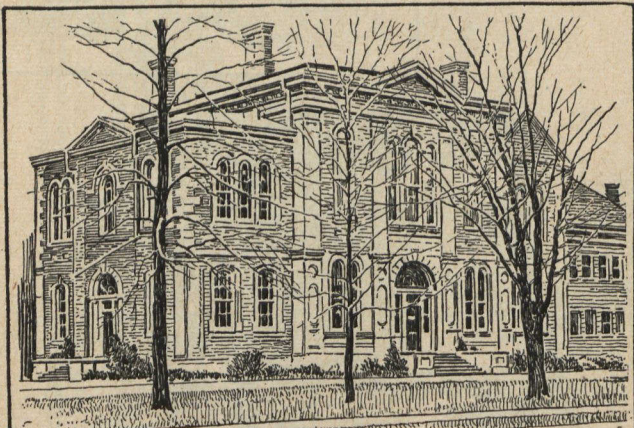
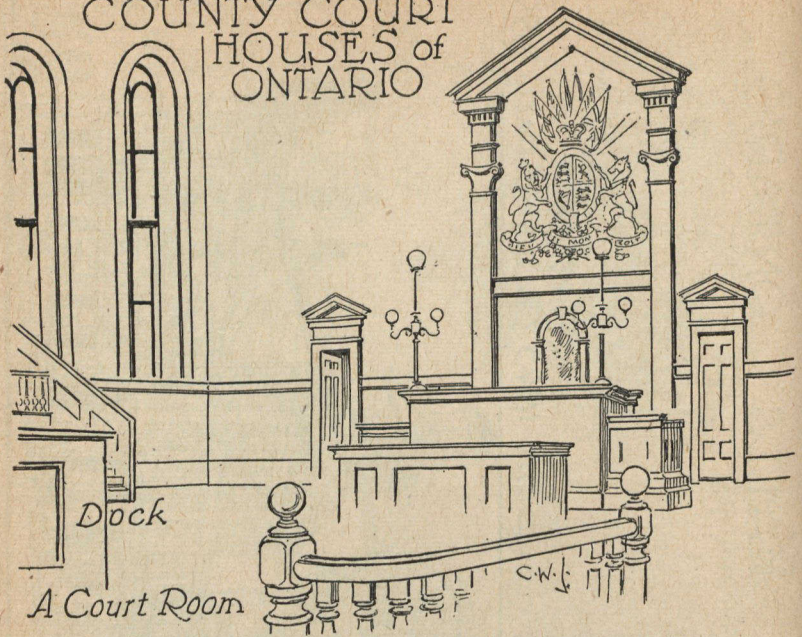


Brantford
Built 1853

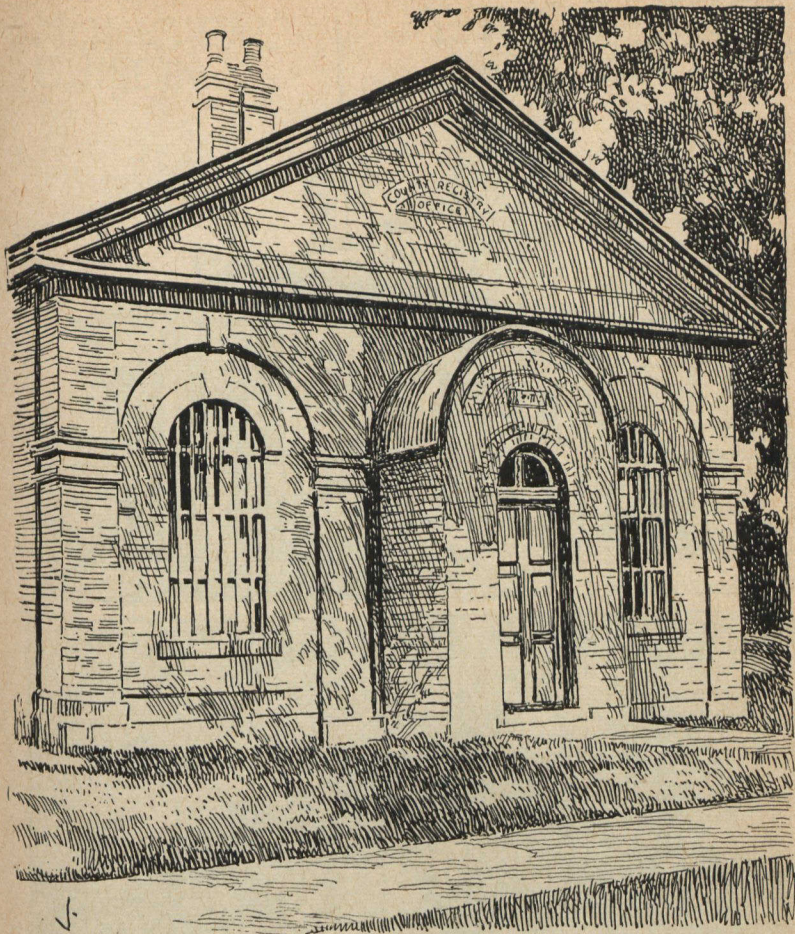
Toronto
Built 1845 Occupied until 1899



COUNTY COURT
HOUSES of
ONTARIO

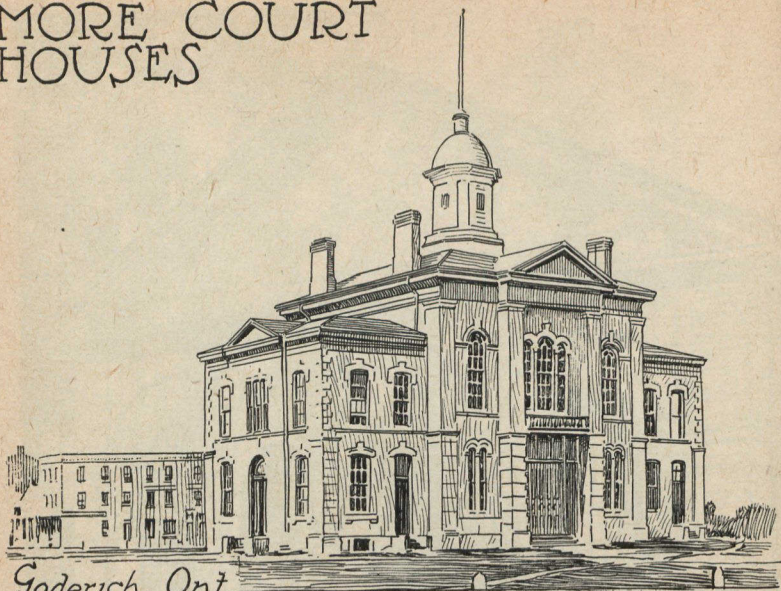


Waterloo County Court House, built 1852

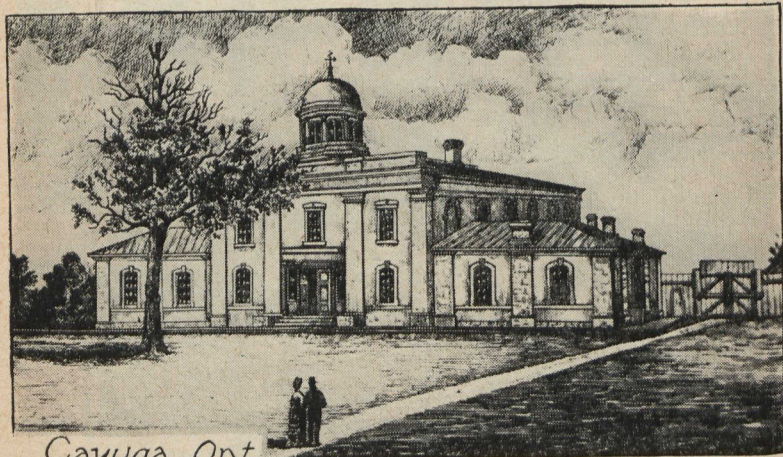


A REGISTRY OFFICE, ONTARIO

MORE COURT HOUSES



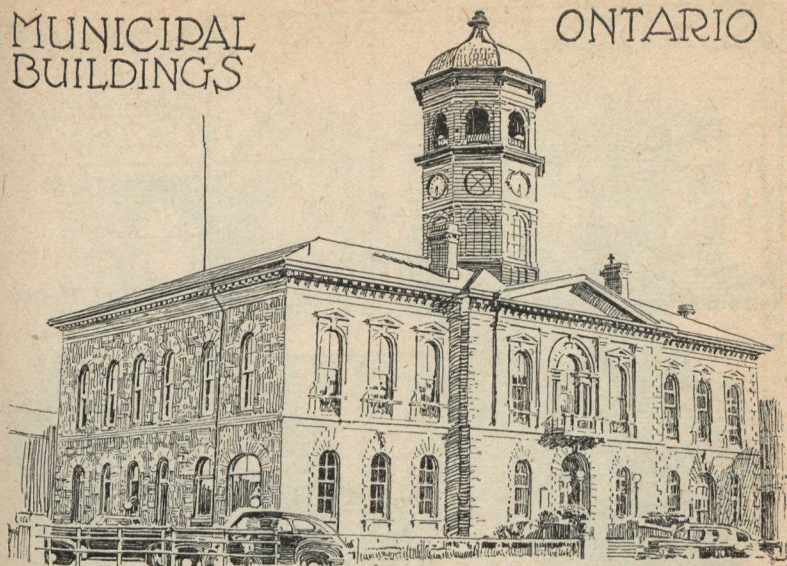
Goderich, Ont.



Cayuga, Ont.

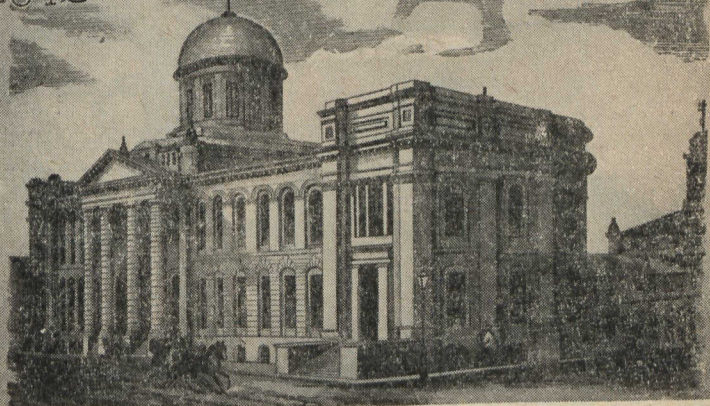
MUNICIPAL
BUILDINGS

ONTARIO

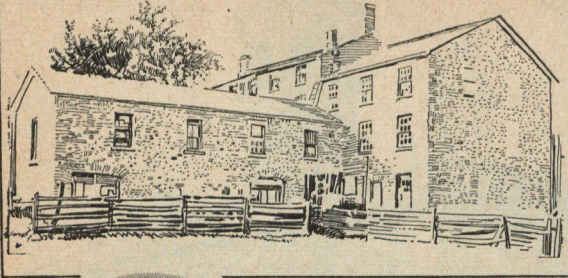


Guelph Ont. City Hall, 1856.

*Kingston Ont.
1842*



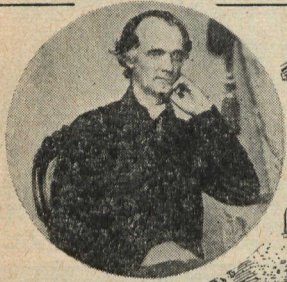
ACADEMIES



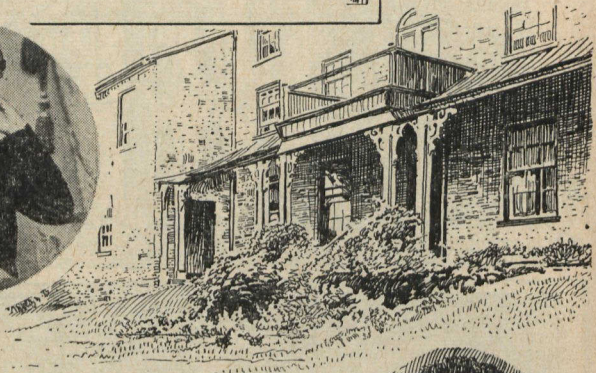
Rockwood
1850
Near Guelph
Ont.

Gymnasium
Wing

↙ Front View

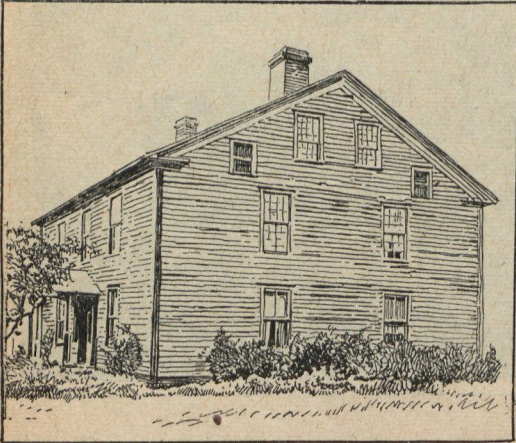


Principal
Wetherald



Rev.
Eli Chadwick
Founder & Master
of Chadwick
Academy,

Norfolk County
Ont



HUDSON'S BAY
COMPANY
GOVERNORS

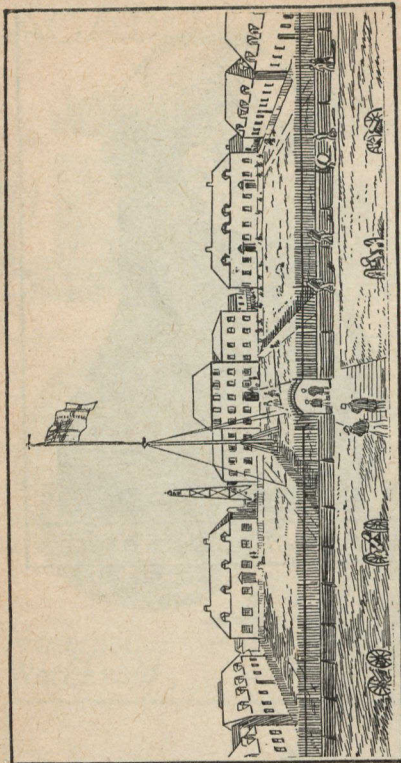


Sir John Pelly
Governor H.B.Co. 1822-52

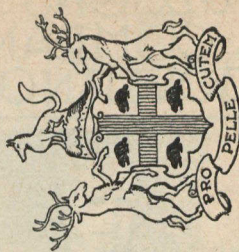


Sir George Simpson

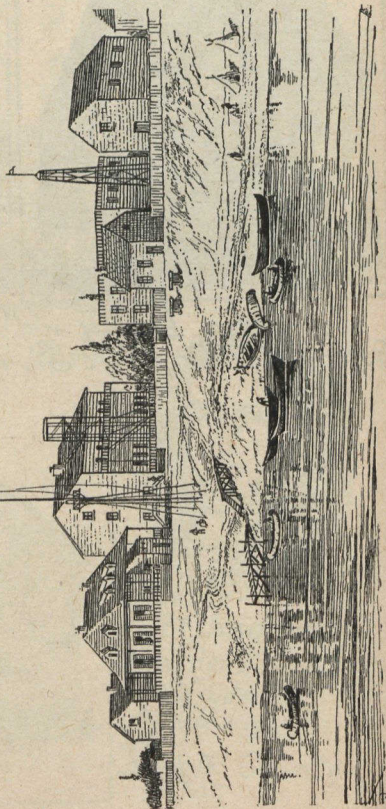
HUDSON'S
BAY
COMPANY
POSTS



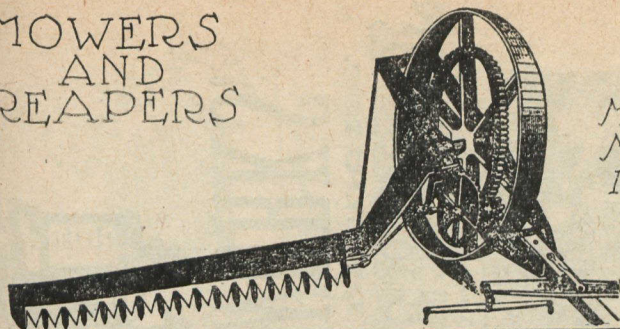
*York Factory
From a sketch made in
1853*



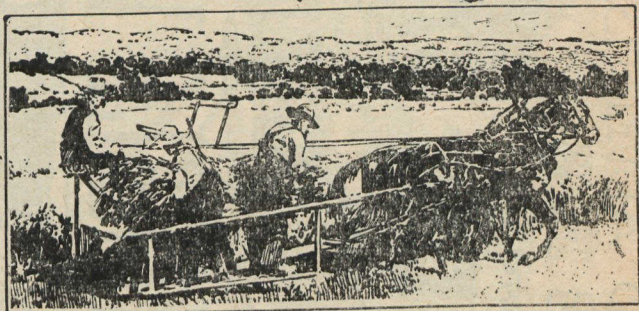
*Moose Factory
in 1854*



MOWERS
AND
READERS



Mowing
Machine
1848



Reaper
about
1850

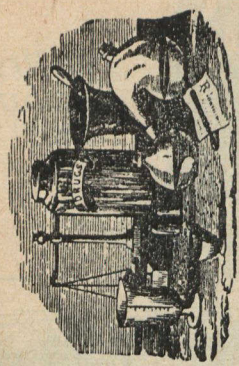
DISPLAY TYPE AND ADVERTISEMENTS

H X O R T R S

OF STAPLE & FANCY

DRY GOODS,

Paris & New York

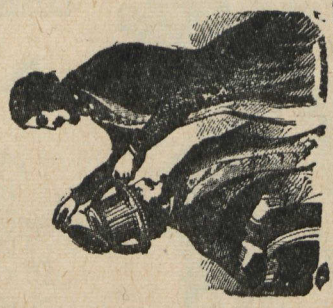


Wholesale & Retail

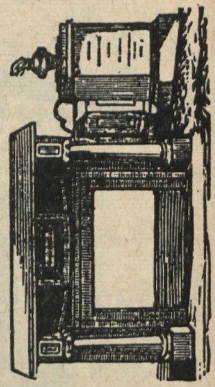
CHEMIST

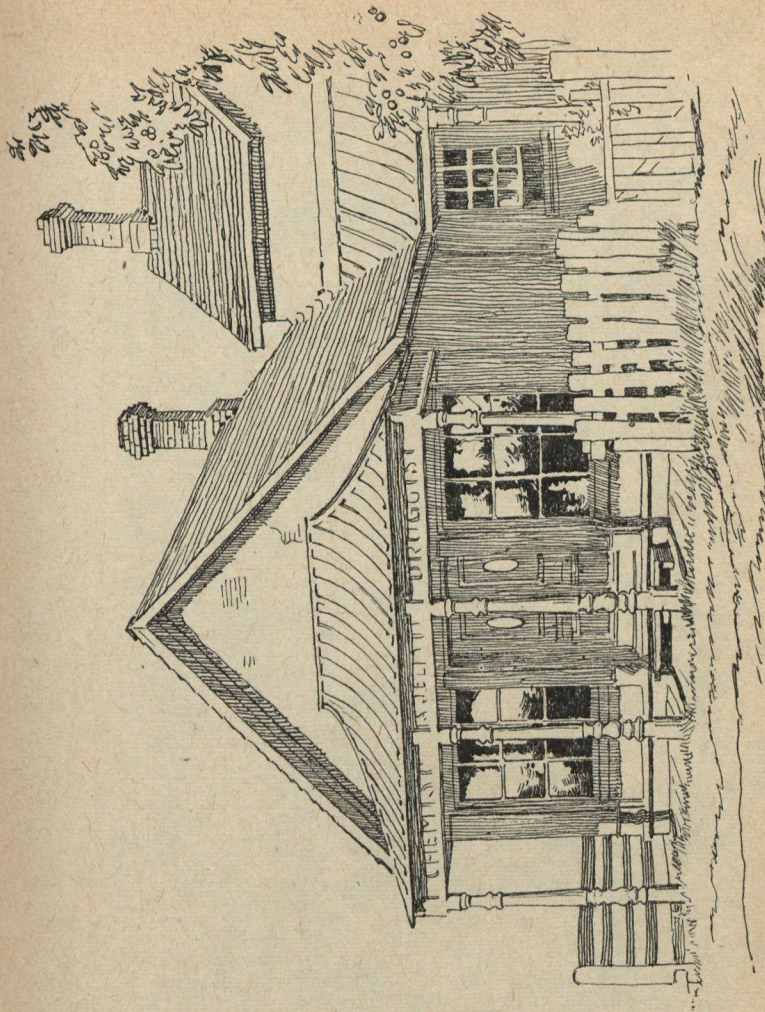
AND DRUGGIST.

MARBLE WORKS.

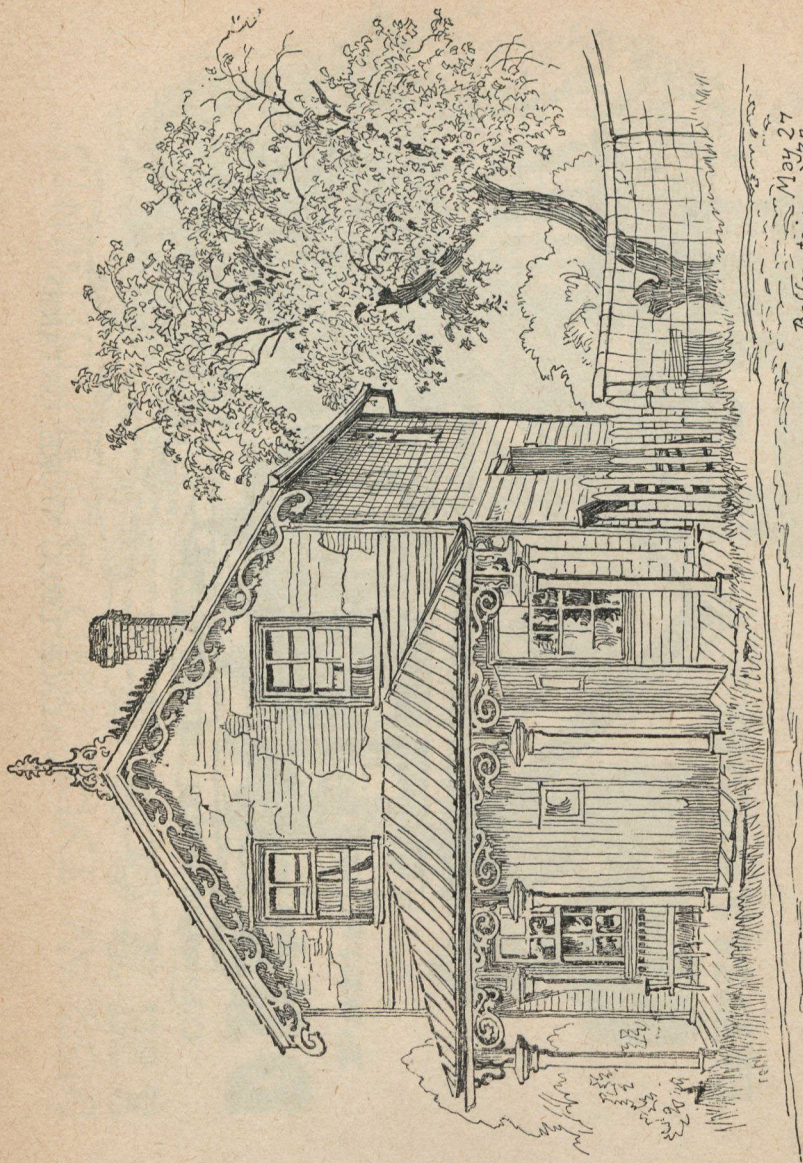


HATTER & FURRIER



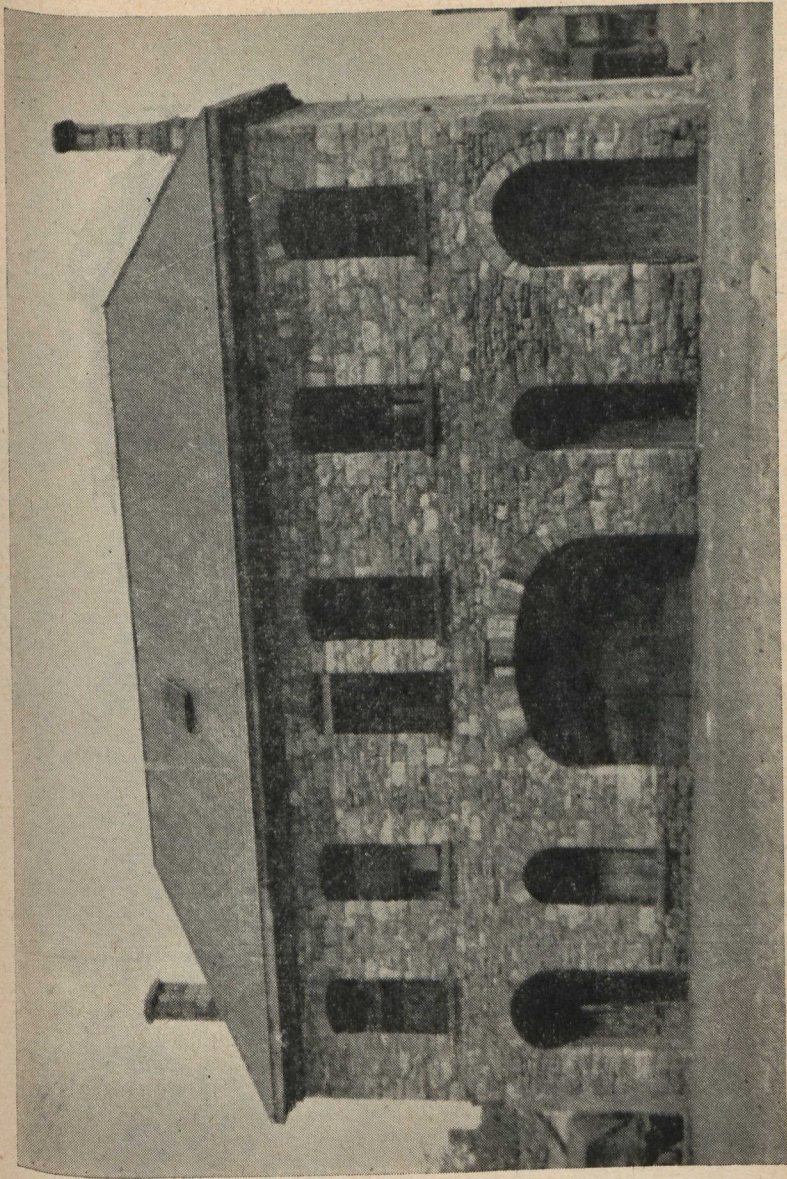


VILLAGE DRUG STORE, ONTARIO

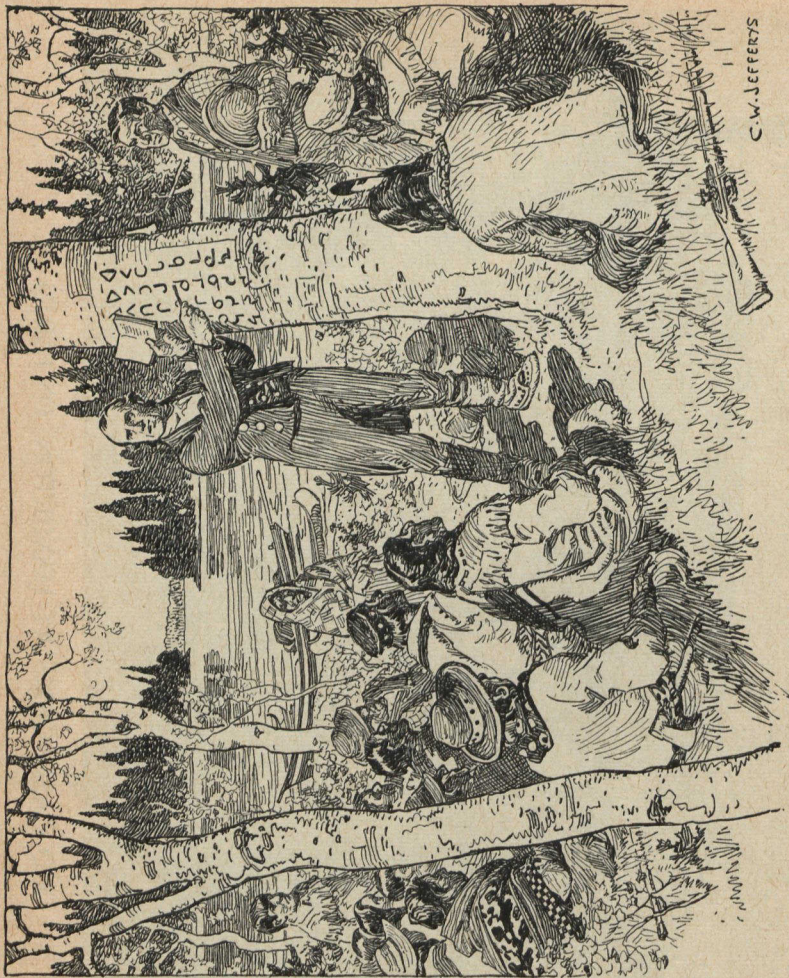


Belfountain
May 27
33

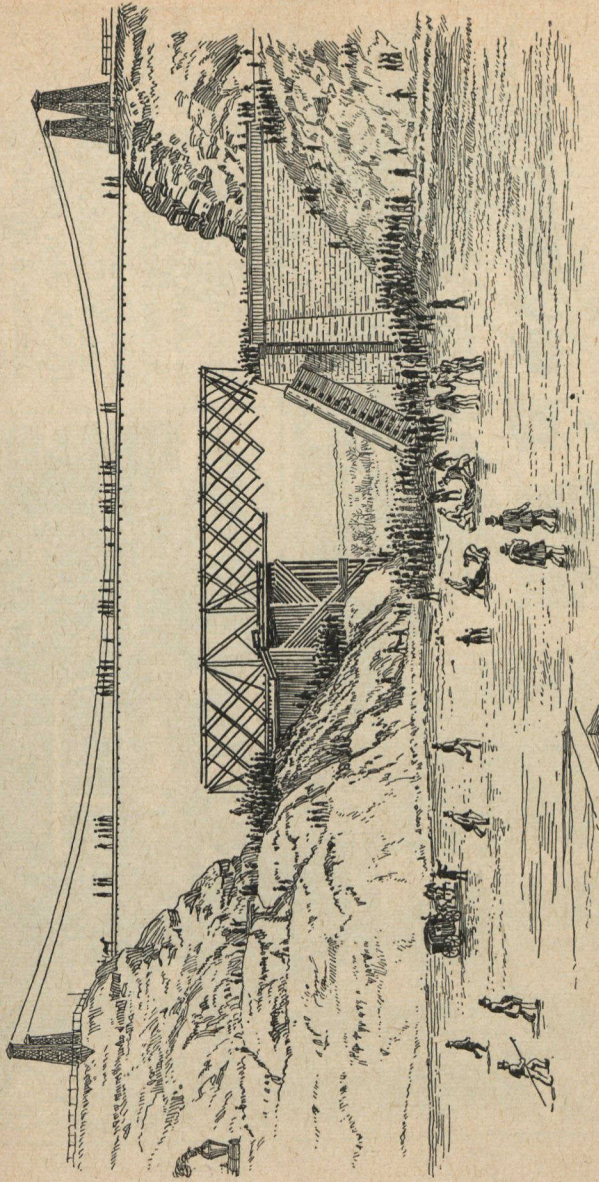
TYPICAL VILLAGE HOUSE, ONTARIO
SHOWING WORK OF LOCAL PLANING MILL.



OLD GAS WORKS AT HAMILTON, ONTARIO



REV. JAMES EVANS TEACHING INDIANS HIS SYSTEM
OF CREE SYLLABIC WRITING

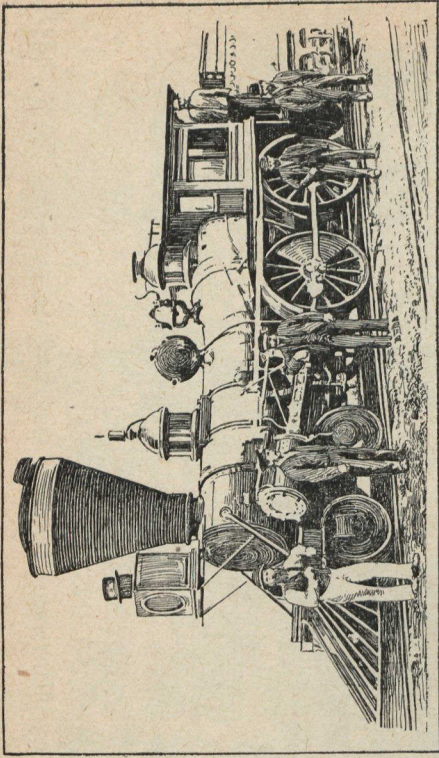
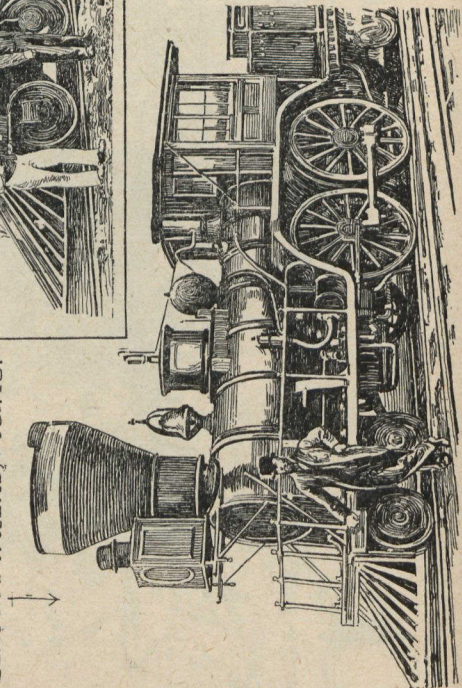


DESJARDINS DISASTER

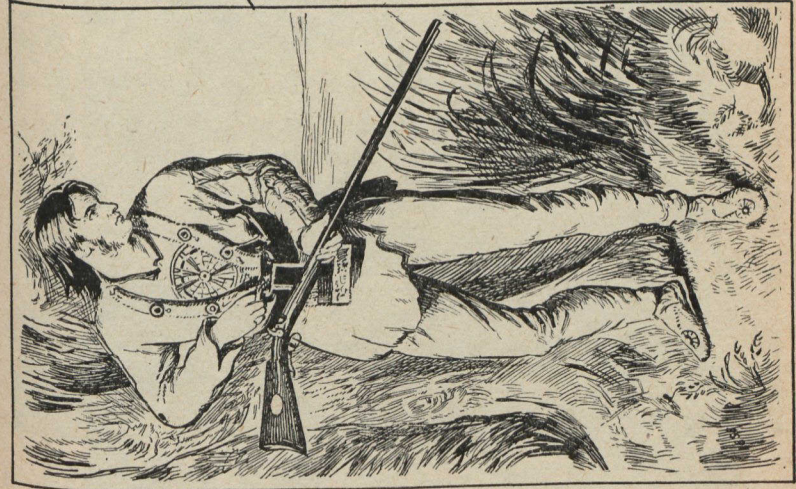
SHOWING WRECK OF THE G. W. R. TRAIN BETWEEN TORONTO AND BUFFALO OVER THE CANAL, 1857

MID-CENTURY LOCOMOTIVES

*The "Lady Elgin."
First locomotive
used in Ontario, 1852.
Built in Portland, Maine.*

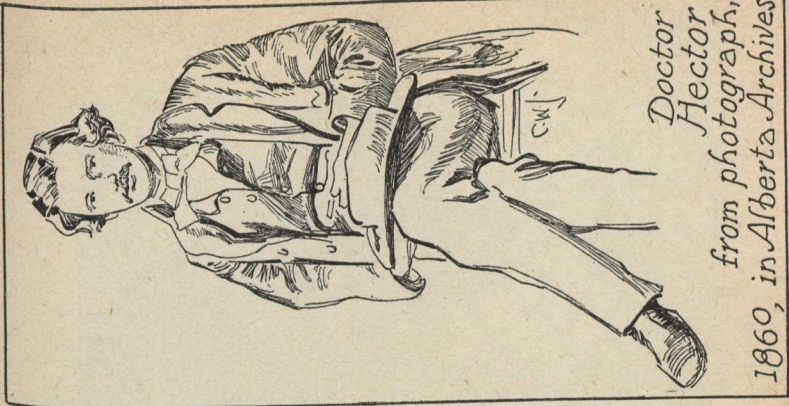


*↑ The "Toronto"
First engine built in Ontario
in James Good's shop on Queen
St. near Victoria, Toronto. Taken
down Yonge St. on temporary
rails to Front St. at end of April,
1853. First trip on Ontario,
Simcoe & Huron Railway, to
Machess's Corners (Aurora)
May 16, 1853.*

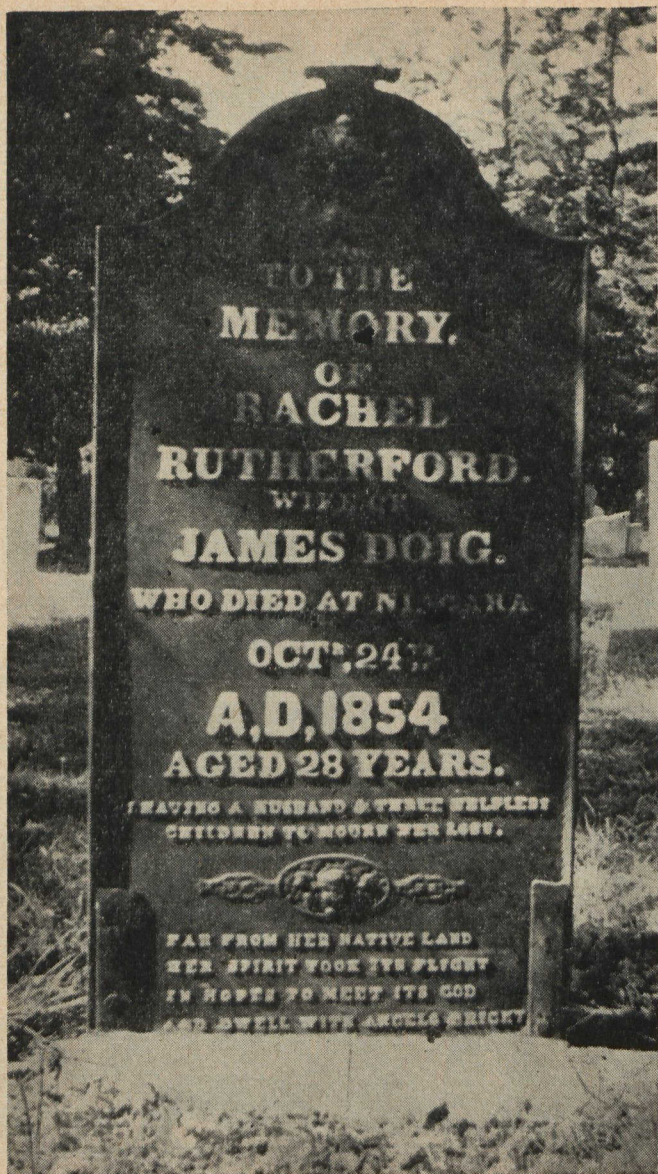


Captain John
Passifer

→ Passifer
on his expedition
in 1857



Doctor
Hector,
from photograph,
1860, in Alberta Archives



CAST-IRON TOMBSTONE, NIAGARA

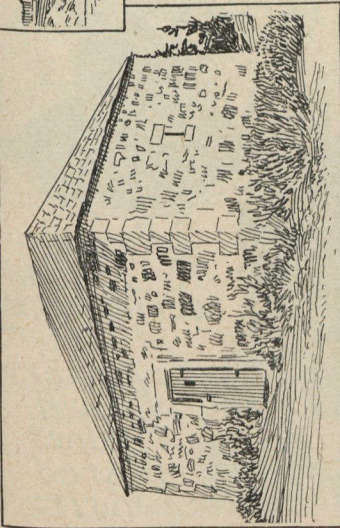


PALLISER AND HECTOR IN THE WEST, 1857-1859

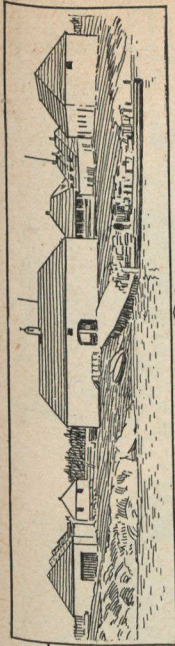


REV. JOHN BLACK PREACHING AT STONEY MOUNTAIN
DURING RED RIVER FLOOD

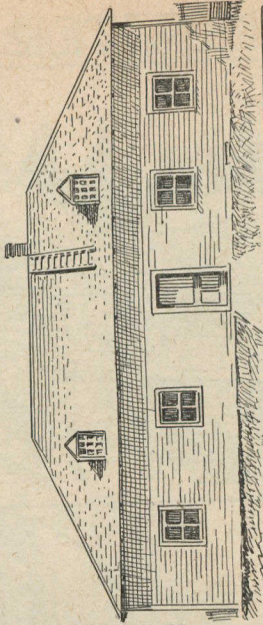
NORWAY HOUSE



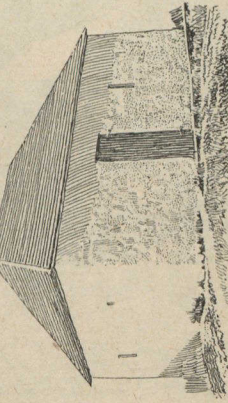
Powder Magazine, built 1838



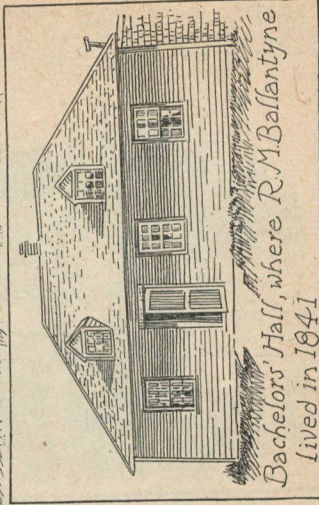
View from Nelson River



Council House

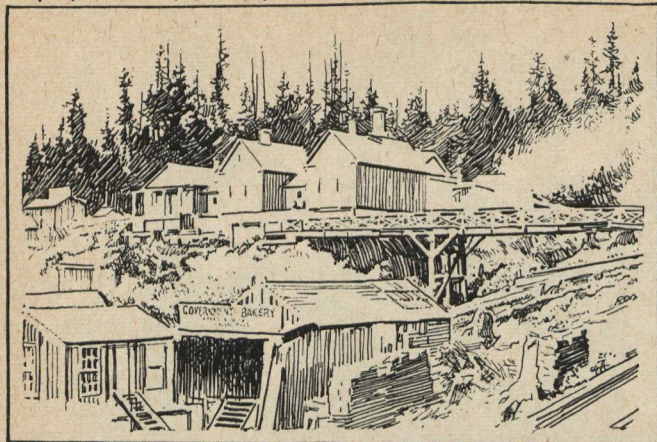


Jail, built 1855

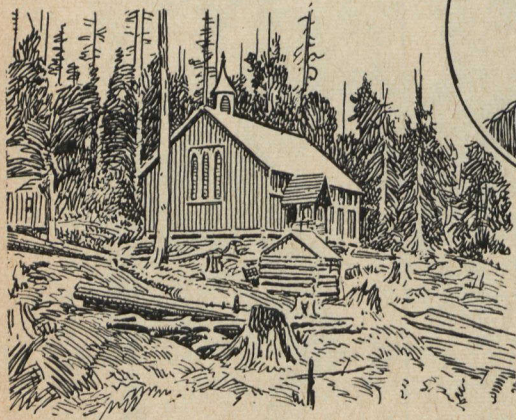


Bachelors' Hall, where R.M. Ballantyne lived in 1841

NEW WESTMINSTER B.C.



Late in 1859

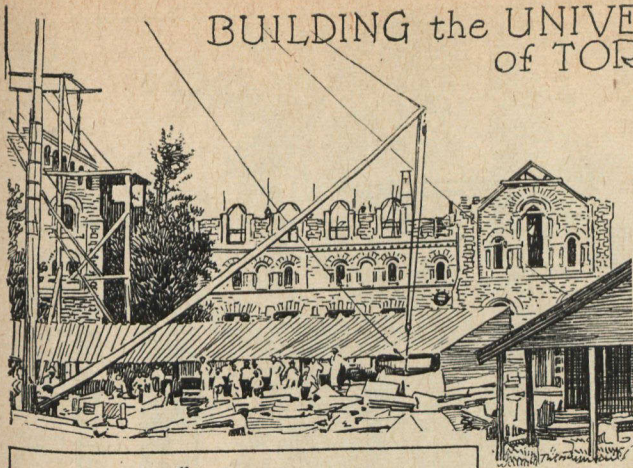


*Holy Trinity Church
1860-1865*

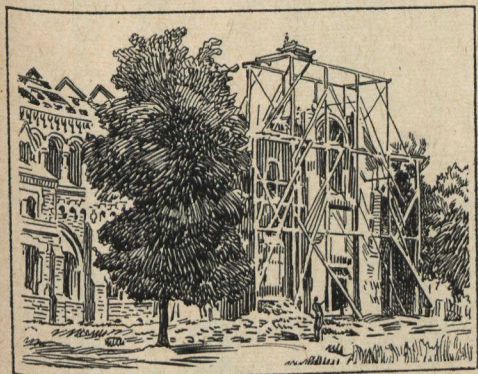


*Colonel
R.C. Moody
commanding
Royal
Engineers
who with
Marines
cleared
townsite*

BUILDING the UNIVERSITY of TORONTO

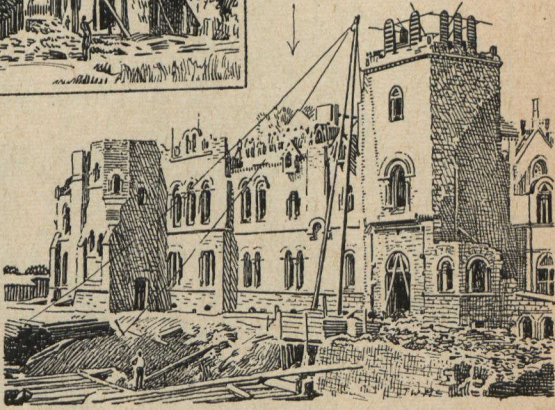


← East Portion of Facade

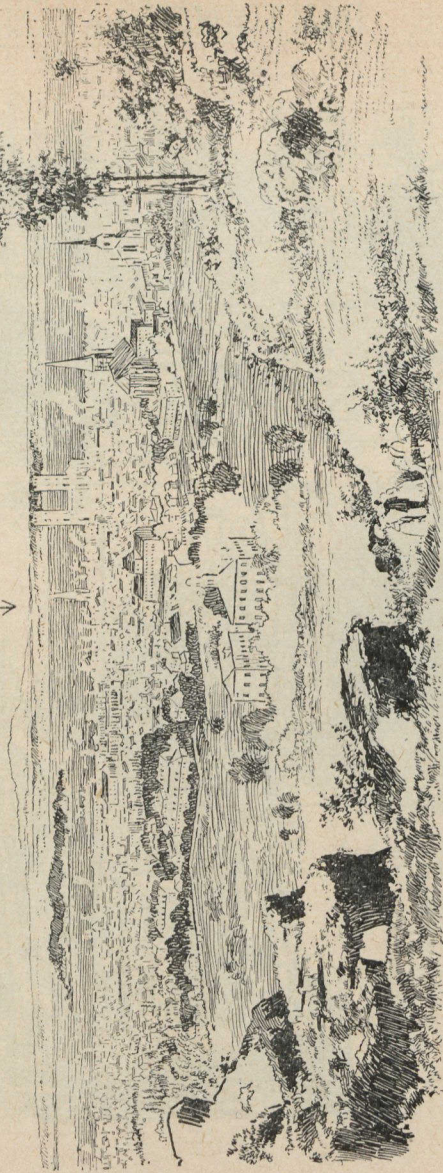
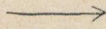


Main Tower in course of erection ↑

Eastern Side ↓

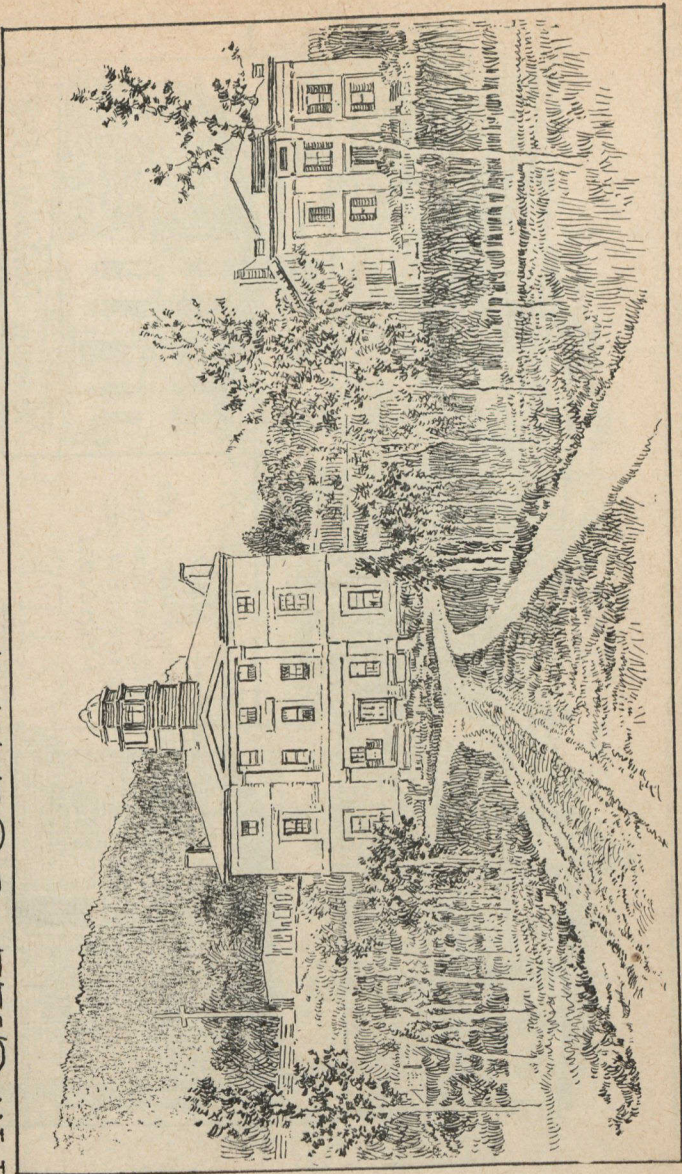


McSill College



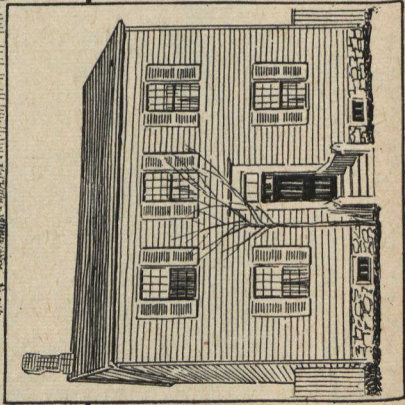
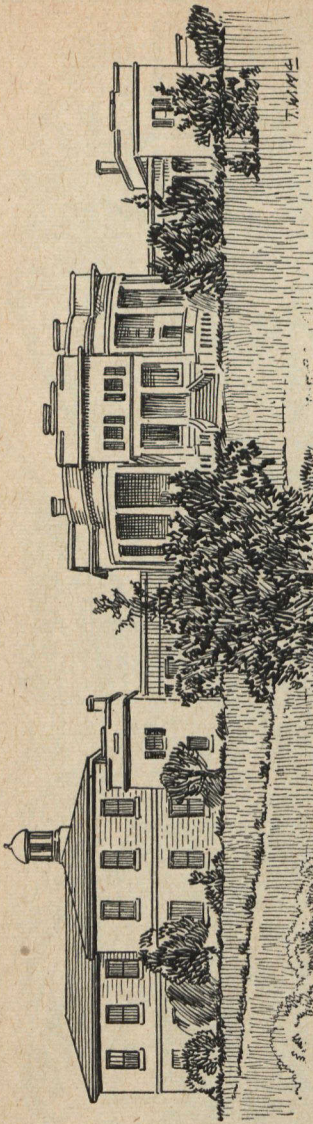
MCGILL COLLEGE FROM THE MOUNTAIN IN THE FIFTIES

MCGILL COLLEGE MONTREAL 1861

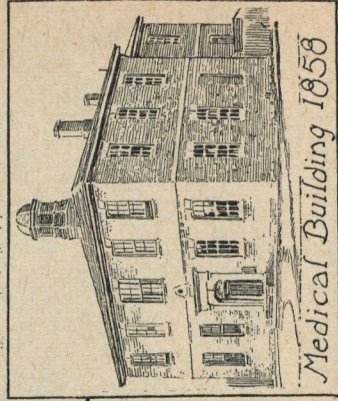


From a photograph by William Notman, Montreal.

QUEEN'S UNIVERSITY KINGSTON ONT.



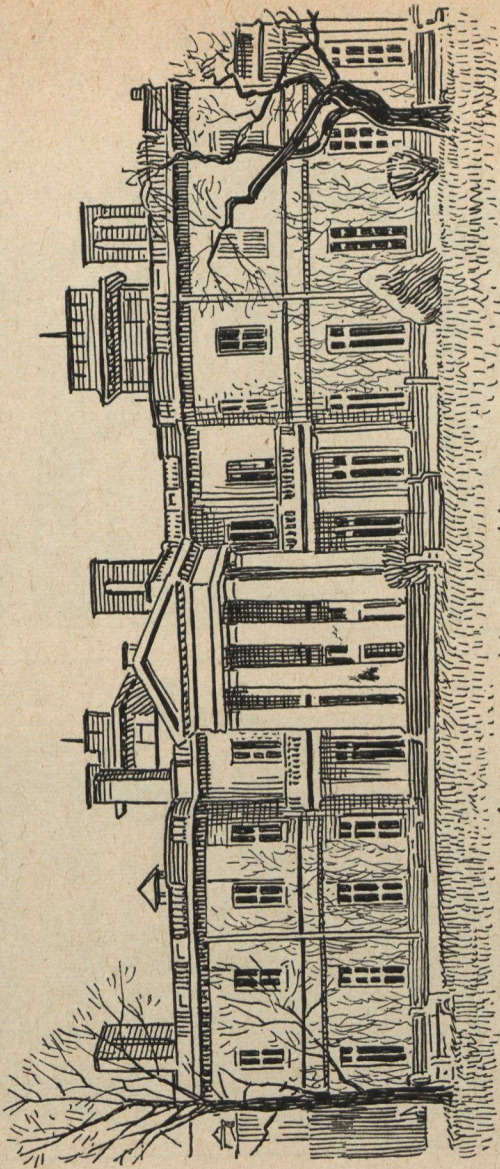
*The University in
1863
The building in the
middle is now the
residence of the
Principal*



Medical Building 1858

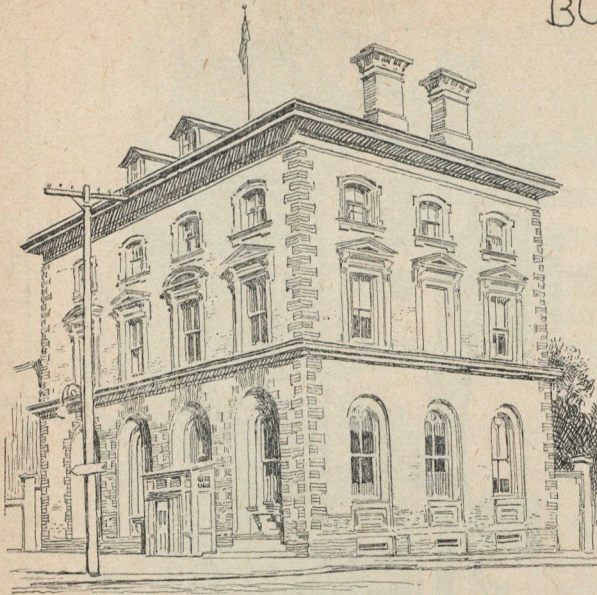
House in which the first classes were held

DUNDURN CASTLE HAMILTON, Ont.



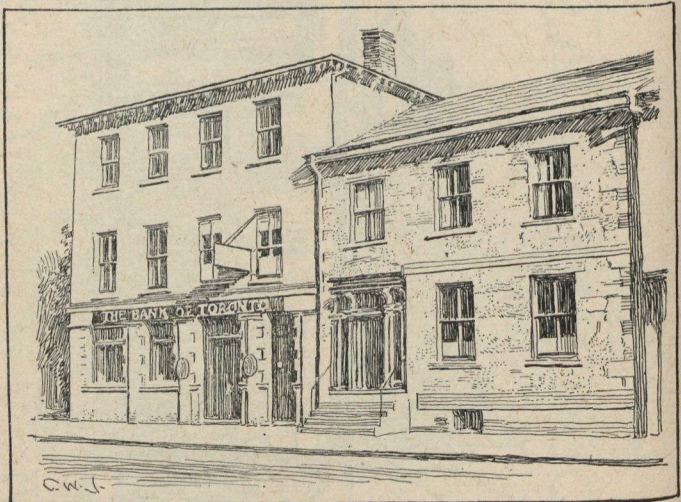
Home of Sir Allan Mac Nab

MID-CENTURY ONTARIO MAIN STREET BUILDINGS



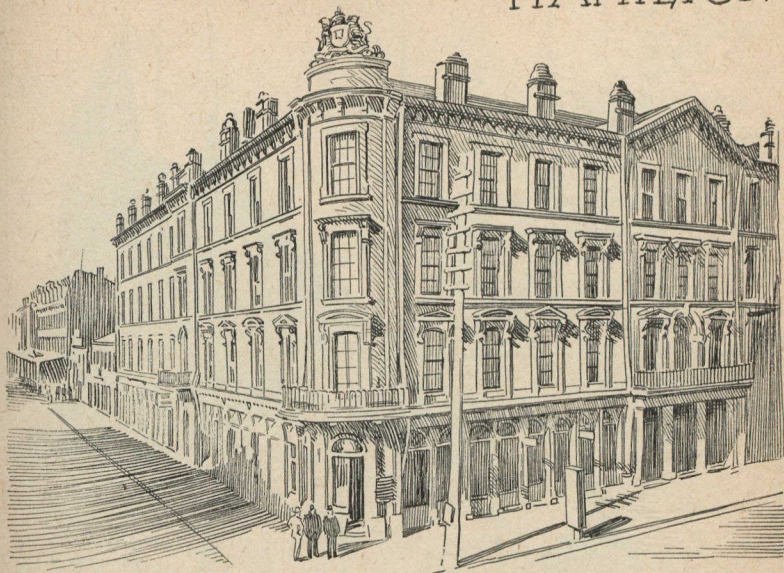
*Post
Office &
Custom
House*

*Bank &
Lawyers'
Offices*

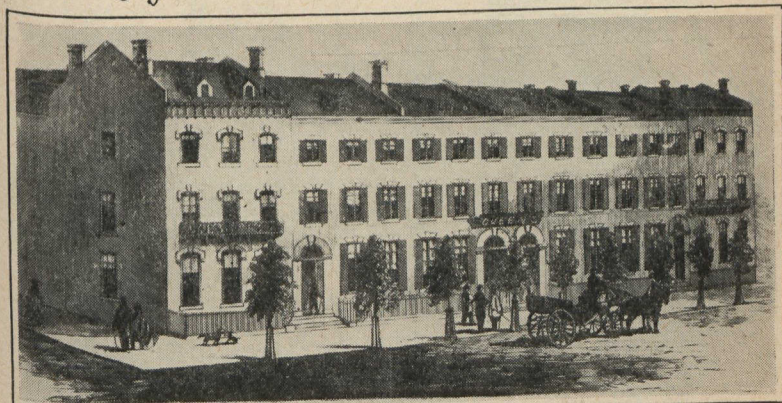


HOTELS

TORONTO & HAMILTON



The Royal, Hamilton

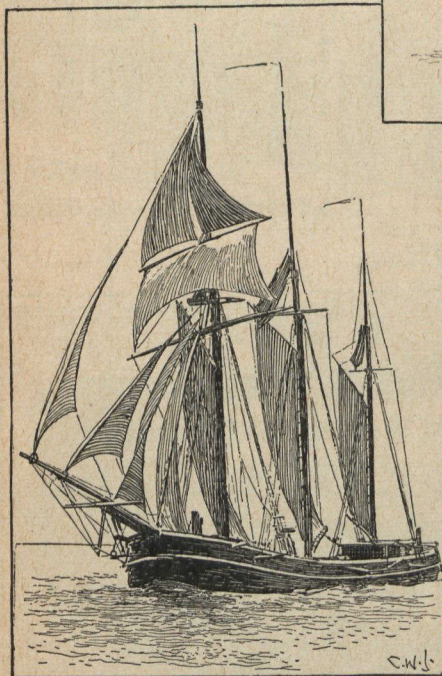


The Queen's, Toronto, in 1864, on site of Royal York

VESSELS of the GREAT LAKES

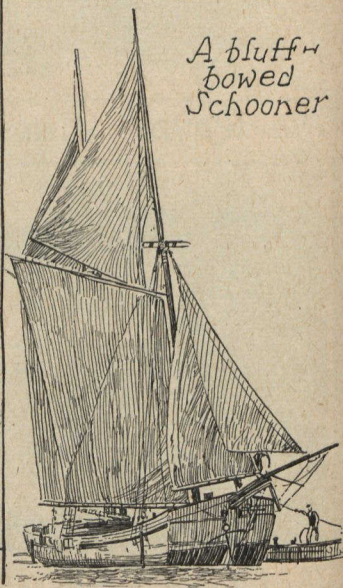
"Schooner Days" by C.H.J. Snider, in the Toronto Evening Telegram, contains a vast amount of information & many pictures illustrating lake shipping. G.A. Cuthbertson's "Freshwater" also has much useful material.

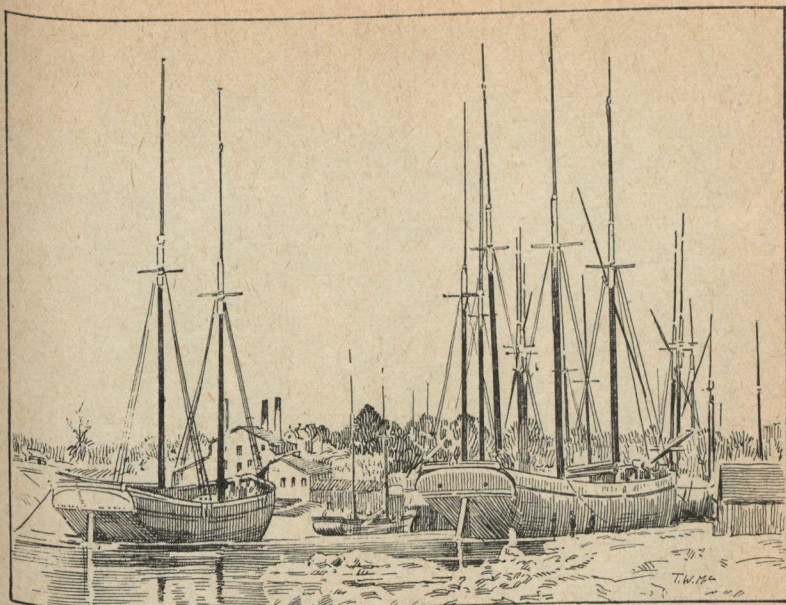
A
Stonehooker



A Barquentine

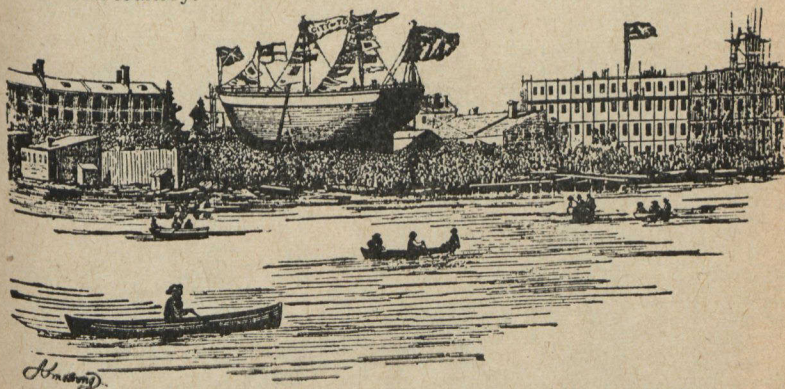
A bluff-
bowed
Schooner





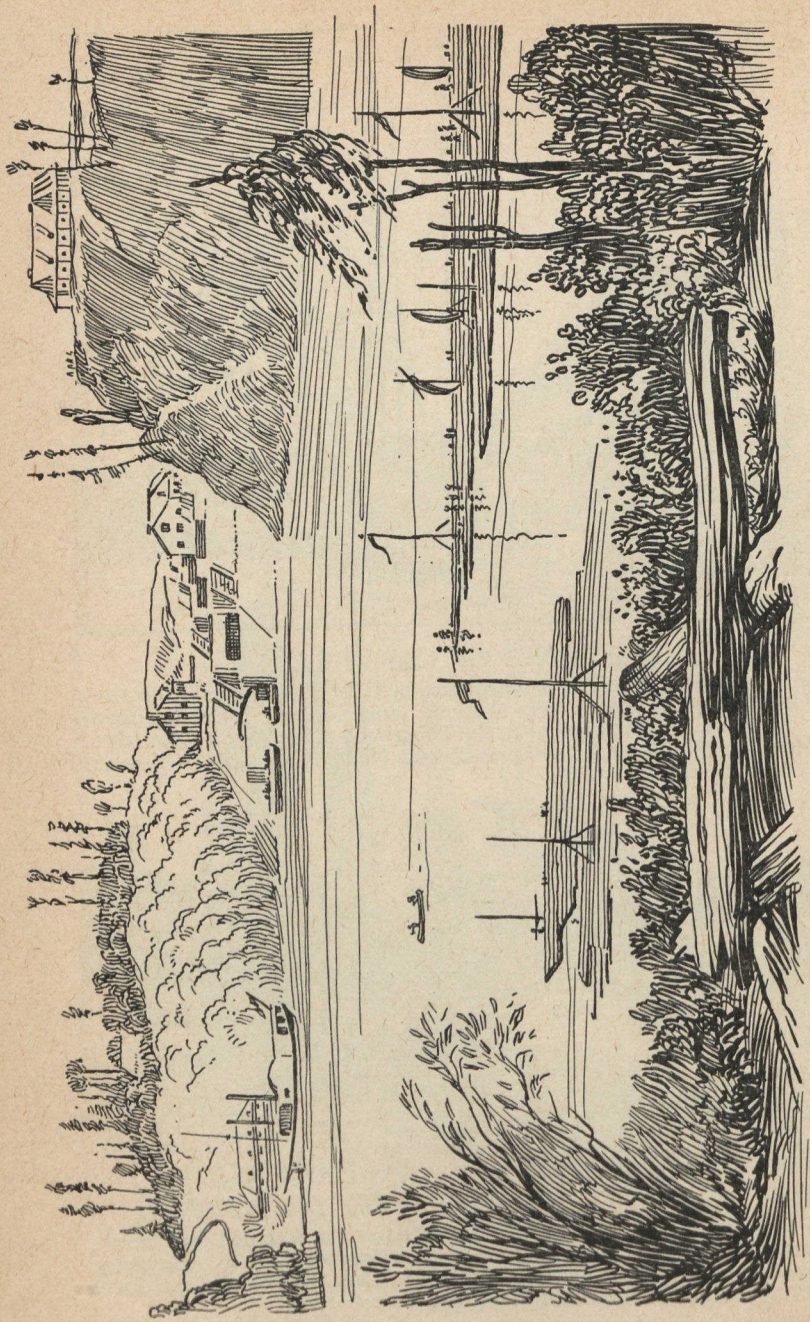
THE PORT OF OAKVILLE

From a rare photograph (1874) reproduced by C. H. J. Snider in *The Evening Telegram*, Toronto. Vessels from Oakville, near Toronto, sailed the seven seas. The three-master schooner in the foreground is the *Jennie Mathews* of Port Huron, and to the left a two-master from Napanee. In the background is the iron foundry.



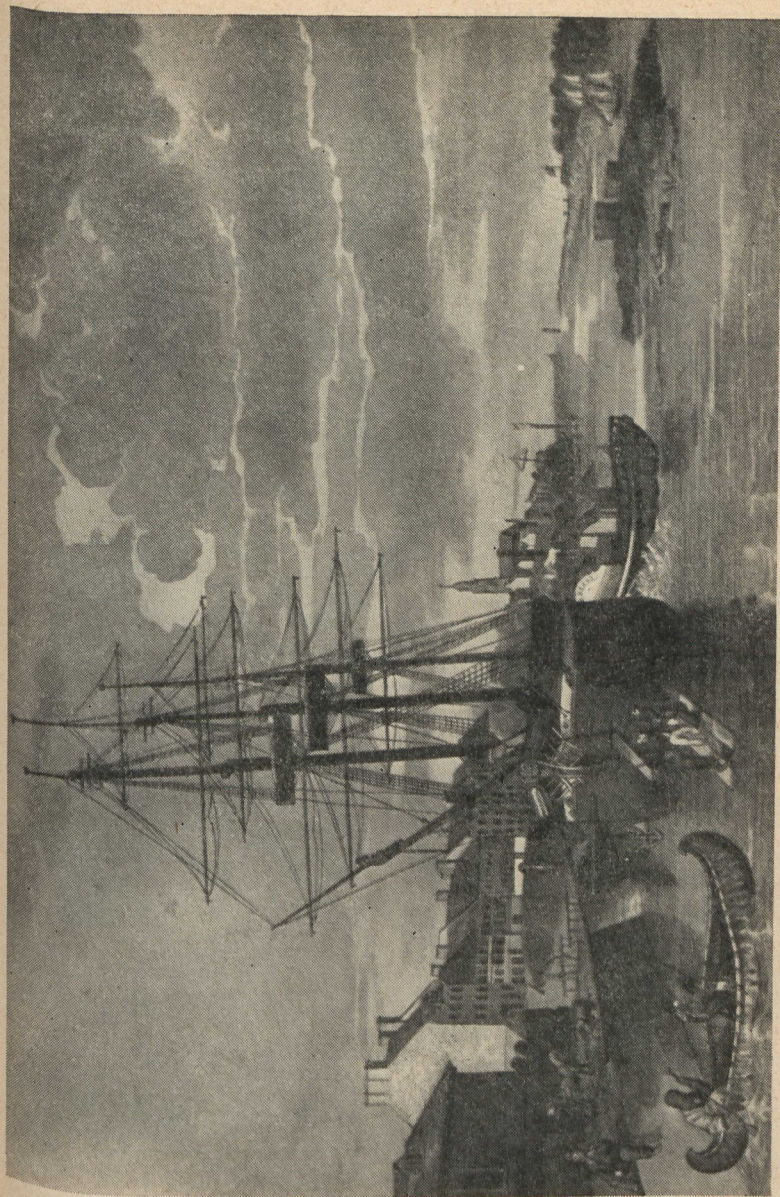
THE LAKE WATER FRONT, CITY OF TORONTO

This ship was built in Toronto and launched at the foot of Lorne Street, below the old Queen's Hotel, in 1855. From a drawing by Wm. Armstrong, C.E., first secretary of the Royal Canadian Yacht Club, Toronto. Reproduced by C. H. J. Snider in *The Evening Telegram*, Toronto.



ENTRANCE TO THE RIDEAU CANAL, OTTAWA

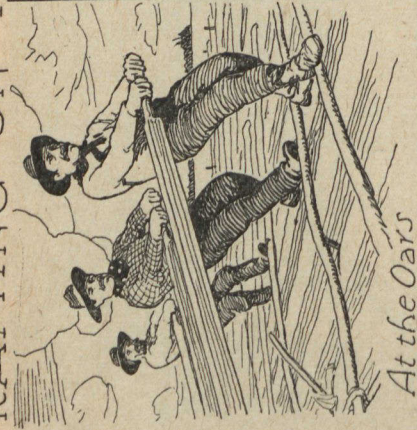
The Rideau Canal was begun in 1826 upon the advice of the Duke of Wellington. The construction of the canal was assigned to Colonel John By and the Royal Engineers. The Parliament Buildings now occupy the height at the right.



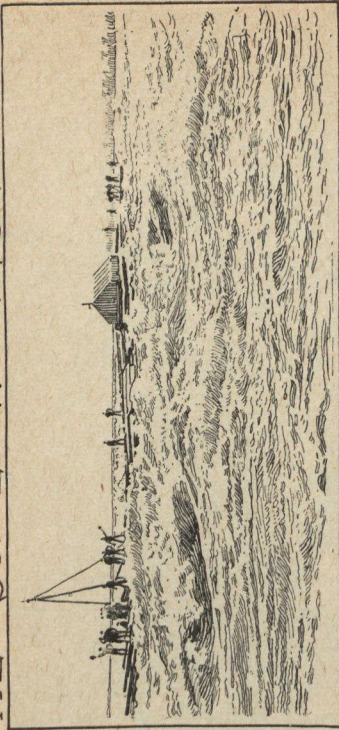
MONTREAL HARBOUR

*Drawn by R. A. Sproule, published by A. Bourne, Montreal, 1830
Reproduced from the original engraving in the collection of Canada Steamship Lines Limited*

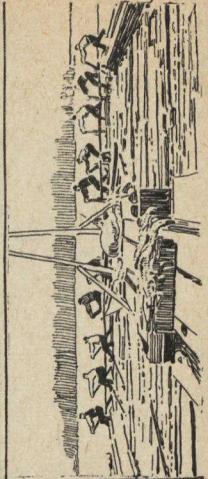
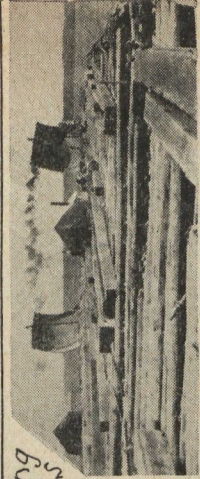
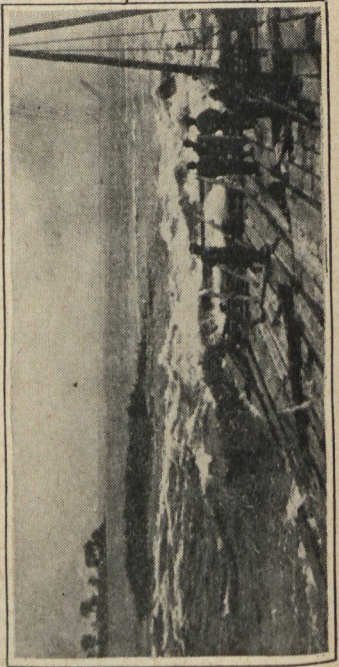
RAFTING ON THE ST. LAWRENCE



At the Oars

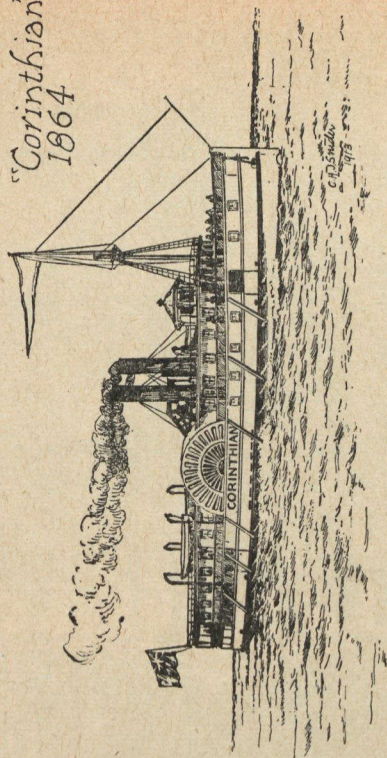


*A Drum passing
Lachine Rapids*

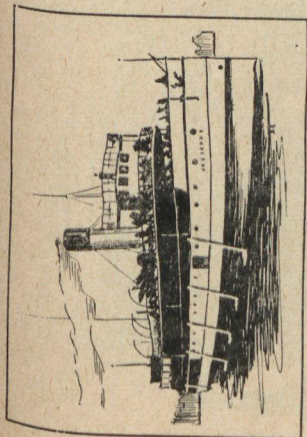


LAKE & RIVER STEAMBOATS

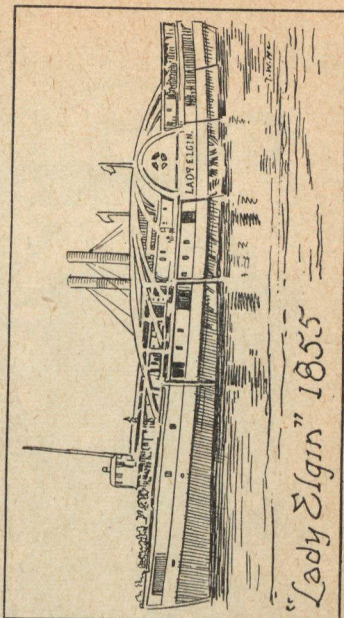
"Corinthian"
1864



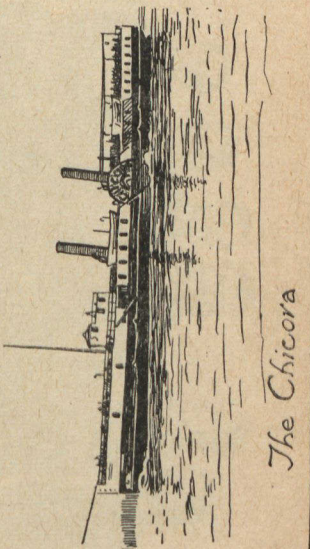
The "Modjeska"

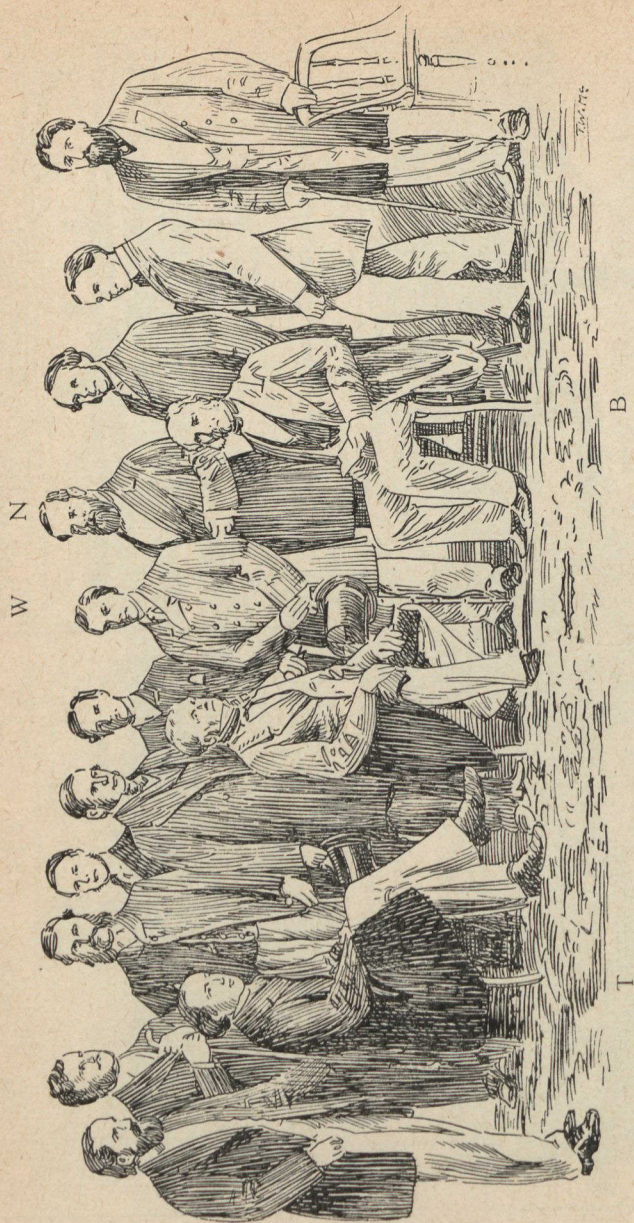


"Lady Elgin" 1855



The Chicora





PRINCE OF WALES AND STAFF IN CANADA

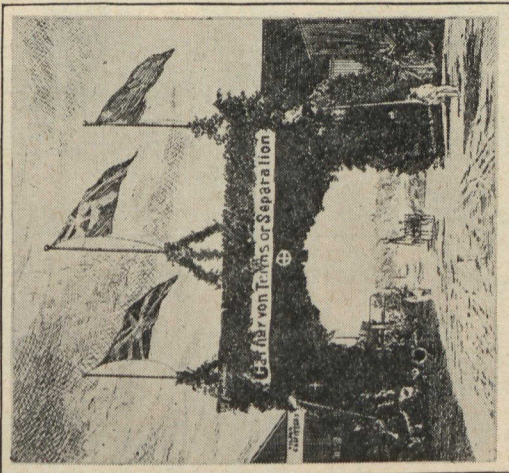
Duke of Newcastle

Col. Bruce

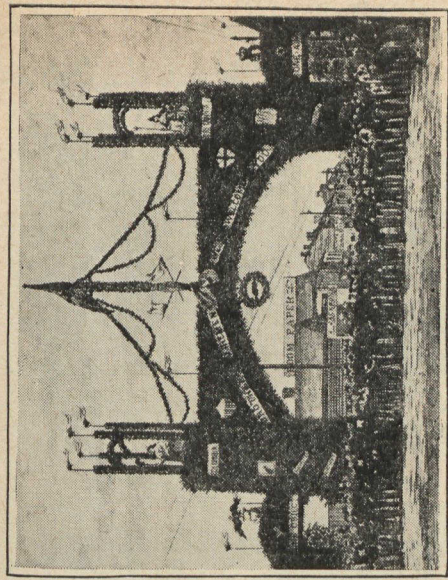
The Prince of Wales

Col. Teesdale

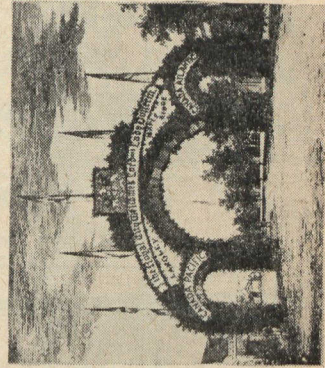
TRIUMPHAL ARCHES



Victoria, B.C.

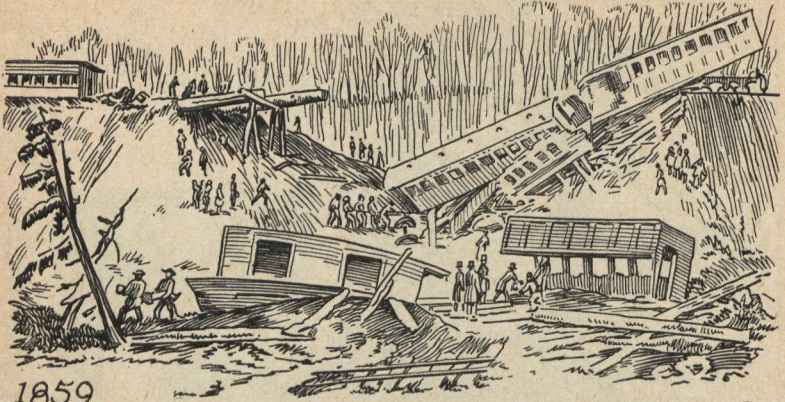


Firemen's Picnic
Cobourg, Ont.



New Westminster, B.C.

RAILWAY ACCIDENTS



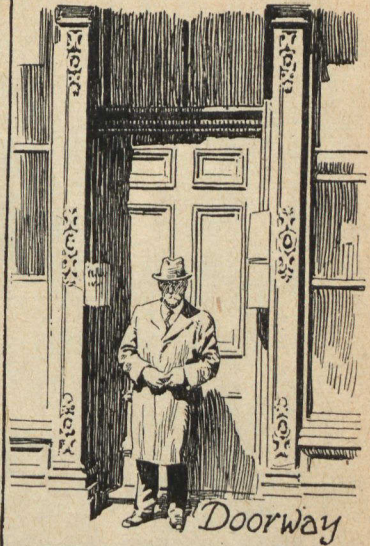
1859
Tracks washed out by heavy rains, near Dundas, Ont.



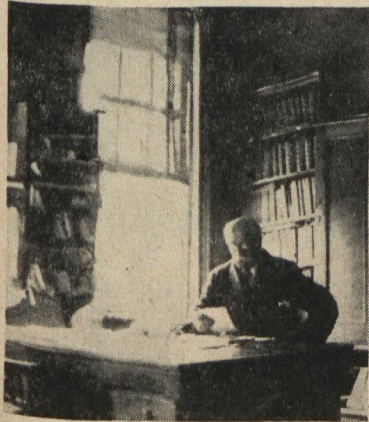
1864
Broken axle-tree, near Georgetown, Ont. 13 killed

From Contemporary prints

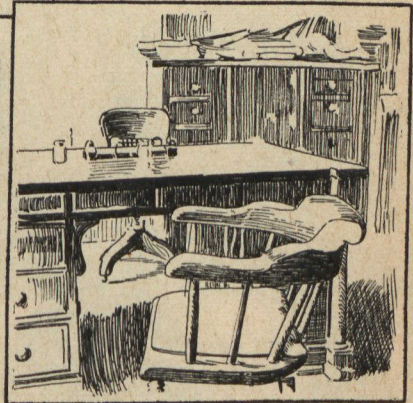
SIR JOHN A. MACDONALD'S LAW OFFICE, KINGSTON, Ont.



Office building Clarence St.

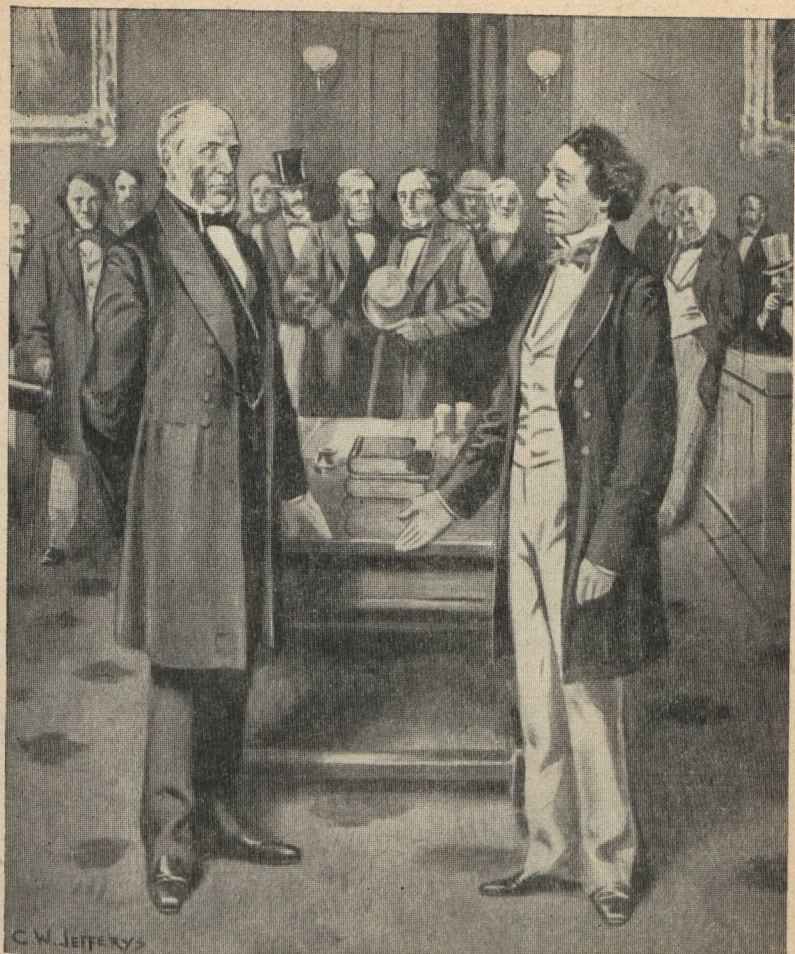


Interior of the office



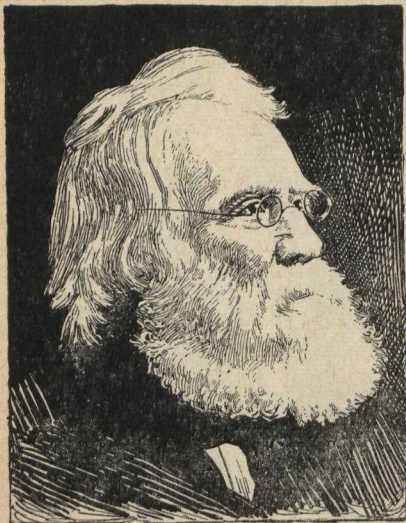
*Desk & Chair used by
Sir John*





GEORGE BROWN AND JOHN A. MACDONALD
MEET TO INAUGURATE CONFEDERATION

TWO EMINENT SCIENTISTS



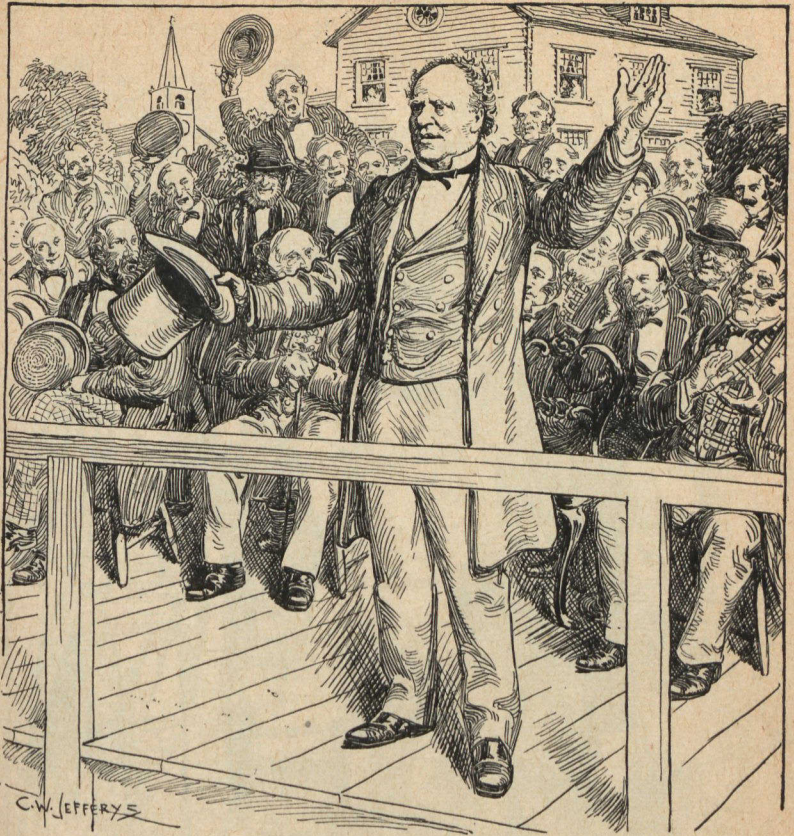
Sir William E. Logan



*Sir W.E. Logan in his
Geological Laboratory
From photo by Notman in
Fennings Taylor's "Portraits
of British Americans,"
1867*



*Sir William Dawson
Principal
McGill University
Montreal*



JOSEPH HOWE SPEAKING AT AN OPEN AIR MEETING

STATESMEN
of the
SIXTIES



Hon. George
Brown



Hon. A.J. Galt



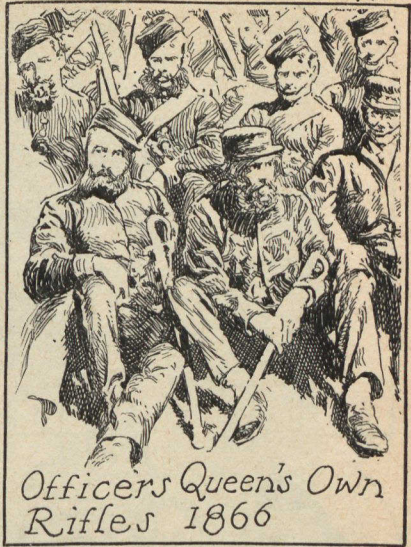
Hon. J. D'Arcy
Mc. Gee

*From photos by Notman, in
Fennings Taylor's "Portraits of
British Americans"*

MILITIA OF THE SIXTIES



Sergeant Major
Sergeant
Corporal
1862



Officers Queen's Own
Rifles 1866

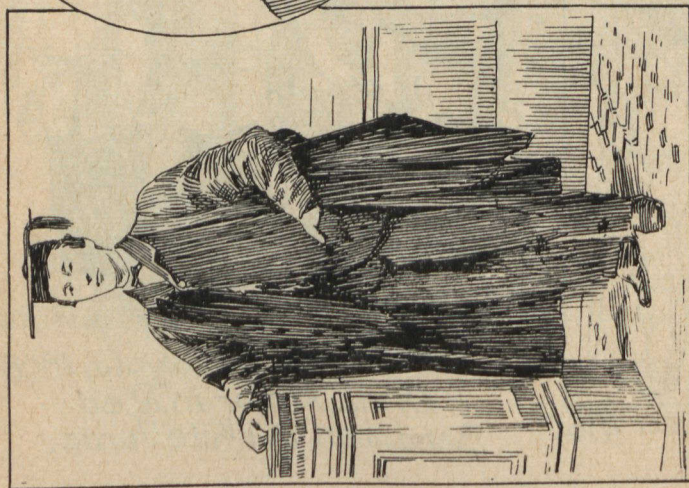


Officer 1865



Bandsmen Tenth Royals, 1868
Drum Major in Red
Bandsmen in White Tunics

THREE RIDGEWAY VETERANS



J.H. Mewburn

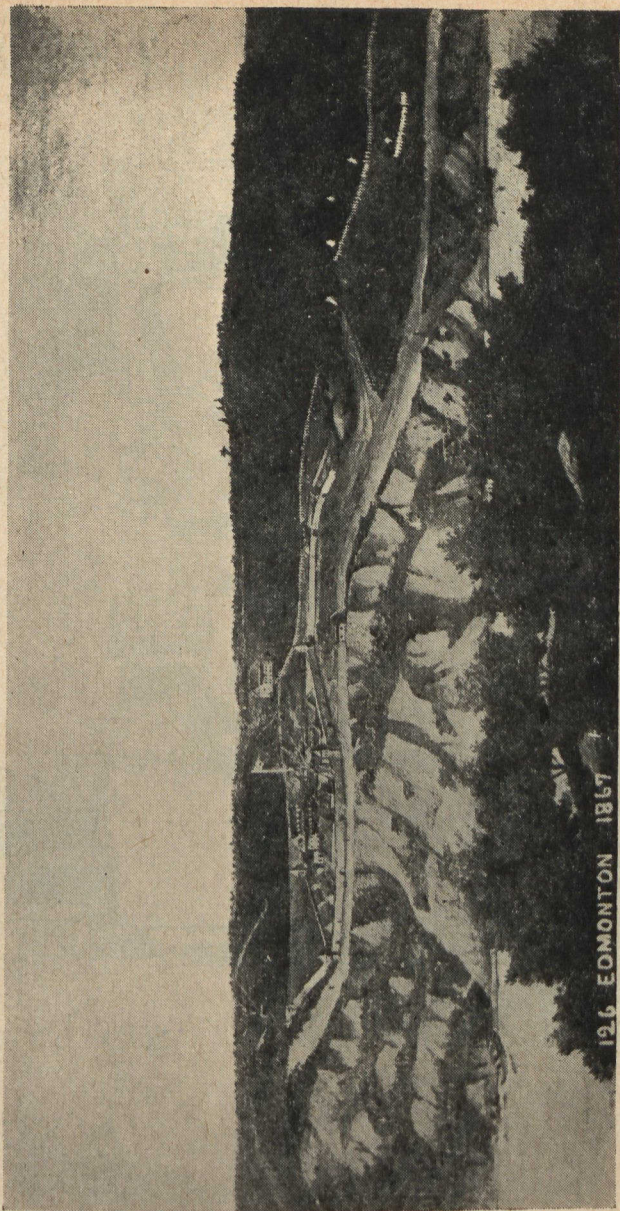


Wm. F. Tempest



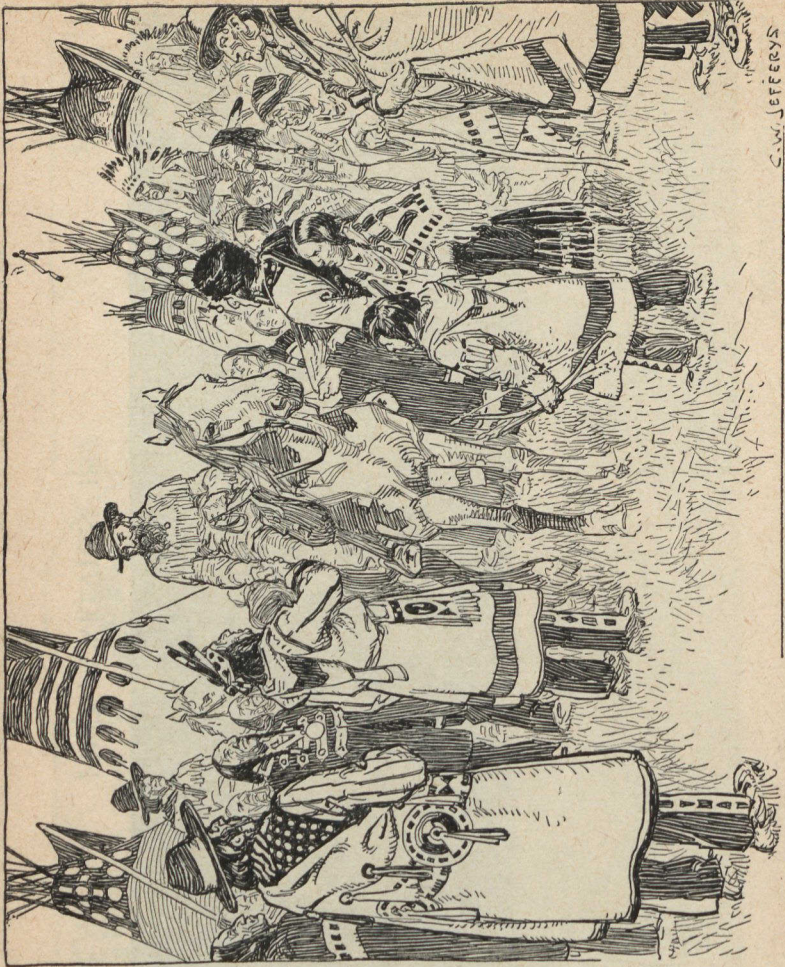
Malcolm Mackenzie

Members of K Company (University of Toronto) of the Queen's Own Rifles, who lost their lives during the engagement at Lime Ridge, 11th November, 1866.



126 EDMONTON 1867

FORT EDMONTON, 1867



C.W. JEFFERYS

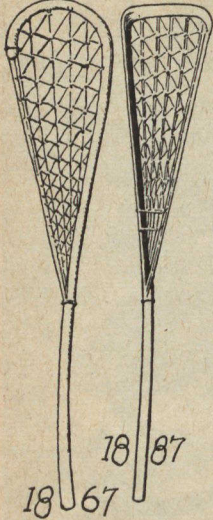
THE REVEREND JOHN MCDUGALL AMONG THE CREES

WOMAN
SKATER
about 1870



*Courtesy of
W. Edgar
Cantelon,
Simcoe, Ont.*

LACROSSE



Toronto 1867

Cornwall
1868



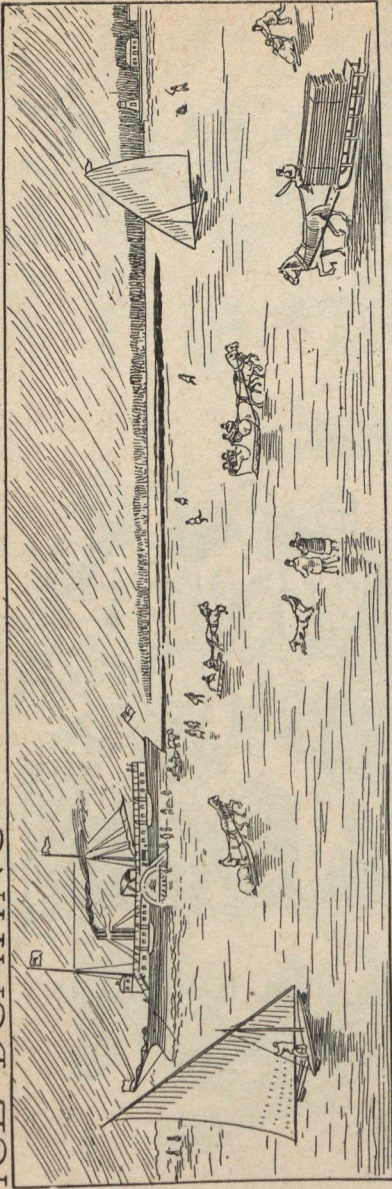


LACROSSE

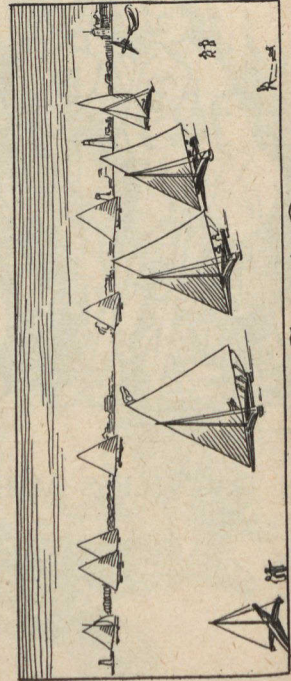


DAUNTLESS BASEBALL CLUB, TORONTO, 1872

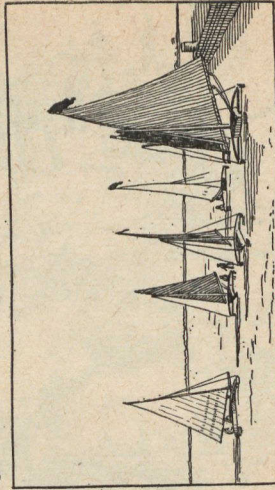
ICE BOATING



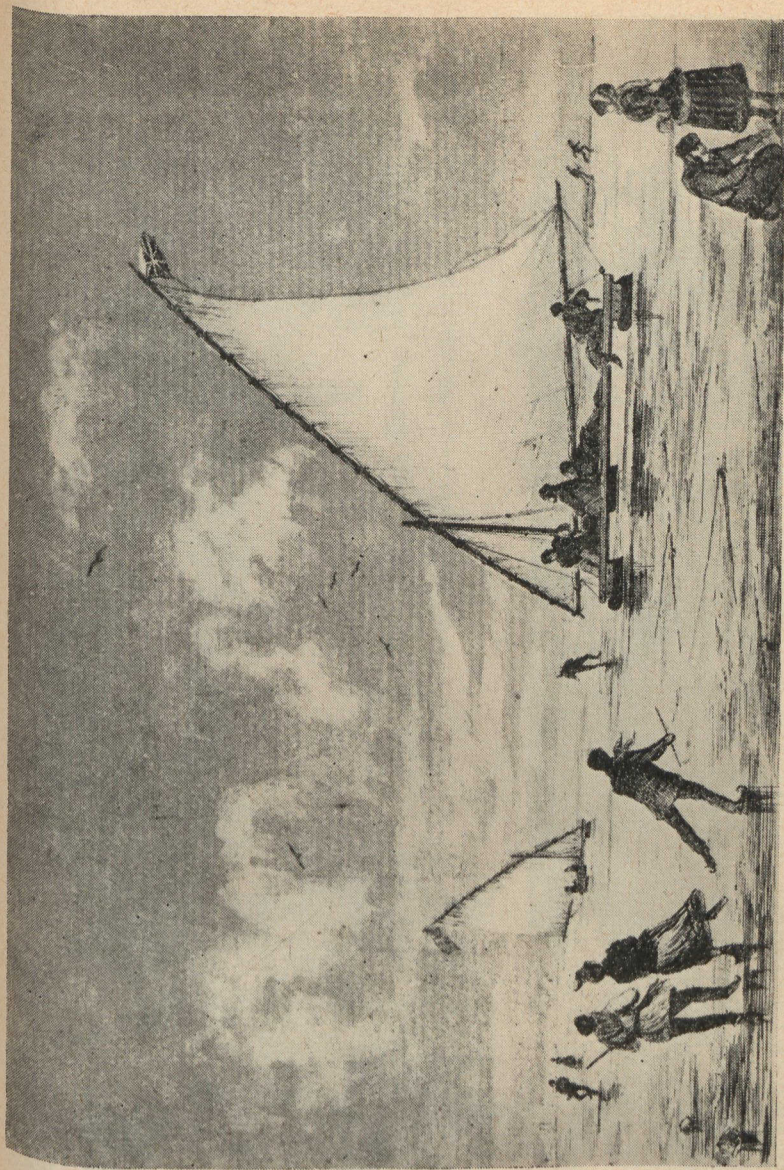
The "Chief Justice Robinson" Landing her passengers on the ice in Toronto Bay in 1852



Ice Boat Race on Toronto Bay



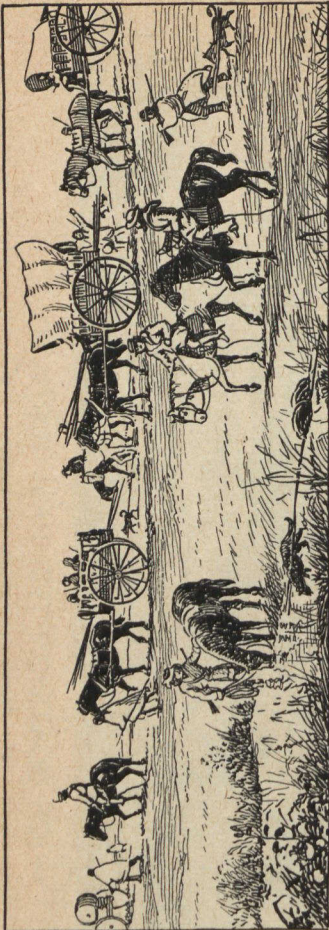
From sketch by C.H.J. Snider 1902



ICE BOATS ON THE BAY, TORONTO

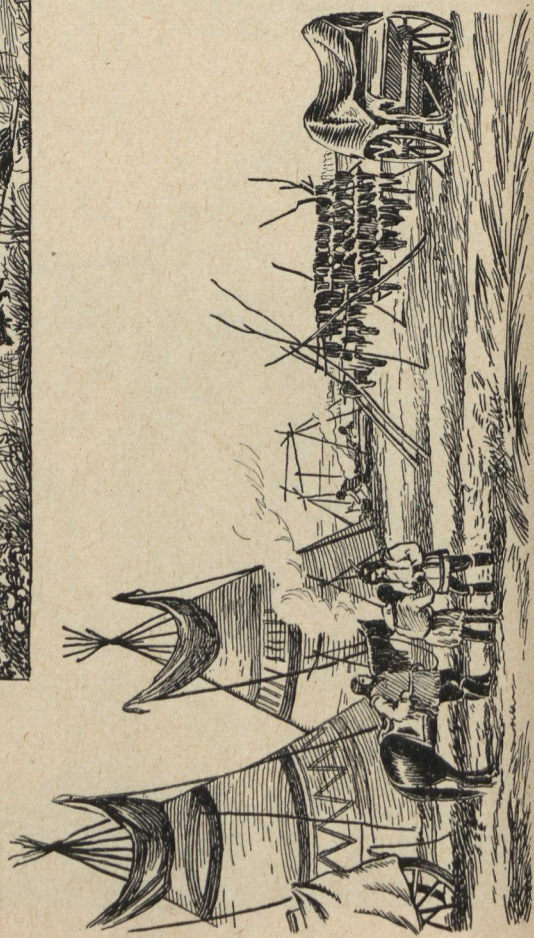
From a sketch by Wm. Armstrong.

BUFFALO
HUNTING
DAYS



A Métis
Brigade

From
paintings by
William
Armstrong C.E.



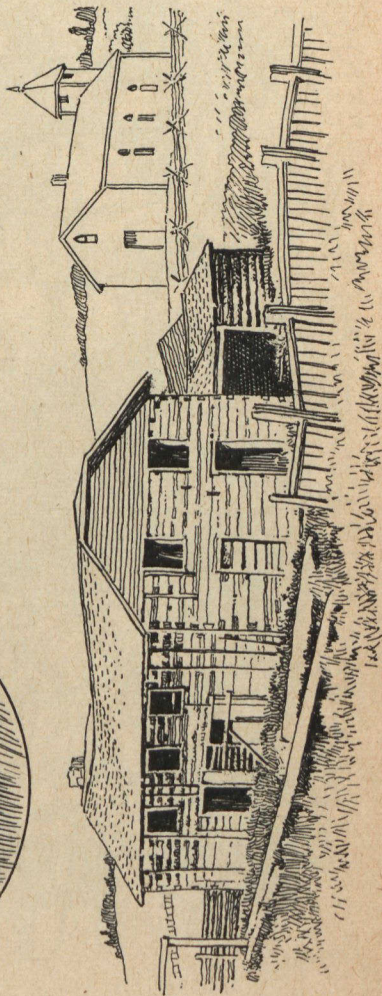
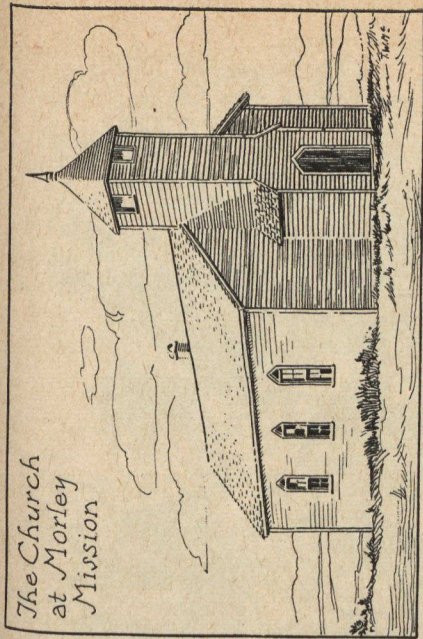
Drying meat
in Camp

MORLEY INDIAN MISSION



Rev.
George
Mc Dougall

The Church
at Morley
Mission



Rev. S.
McDougall's
House
& Church,
at Morley,
Alberta

LOUIS RIEL and HIS COUNCIL 1870



John Thomas
Bruce Bunn

Louis Riel

Inspector Dickens

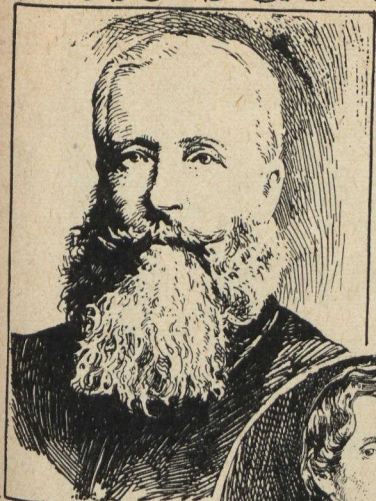


NORTH WEST MOUNTED POLICE, 1873

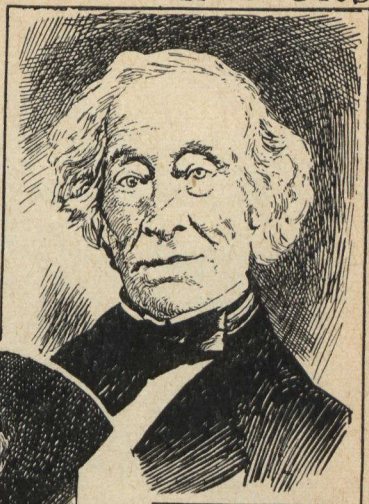


MARCH TO THE ROCKIES OF THE NORTH WEST
MOUNTED POLICE, 1874

HUDSON'S BAY COMPANY FACTORS



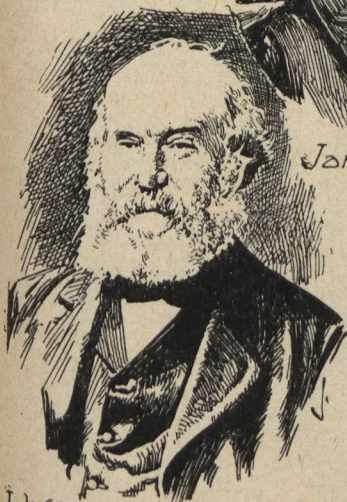
Roderick
MacFarlane



John
Tod



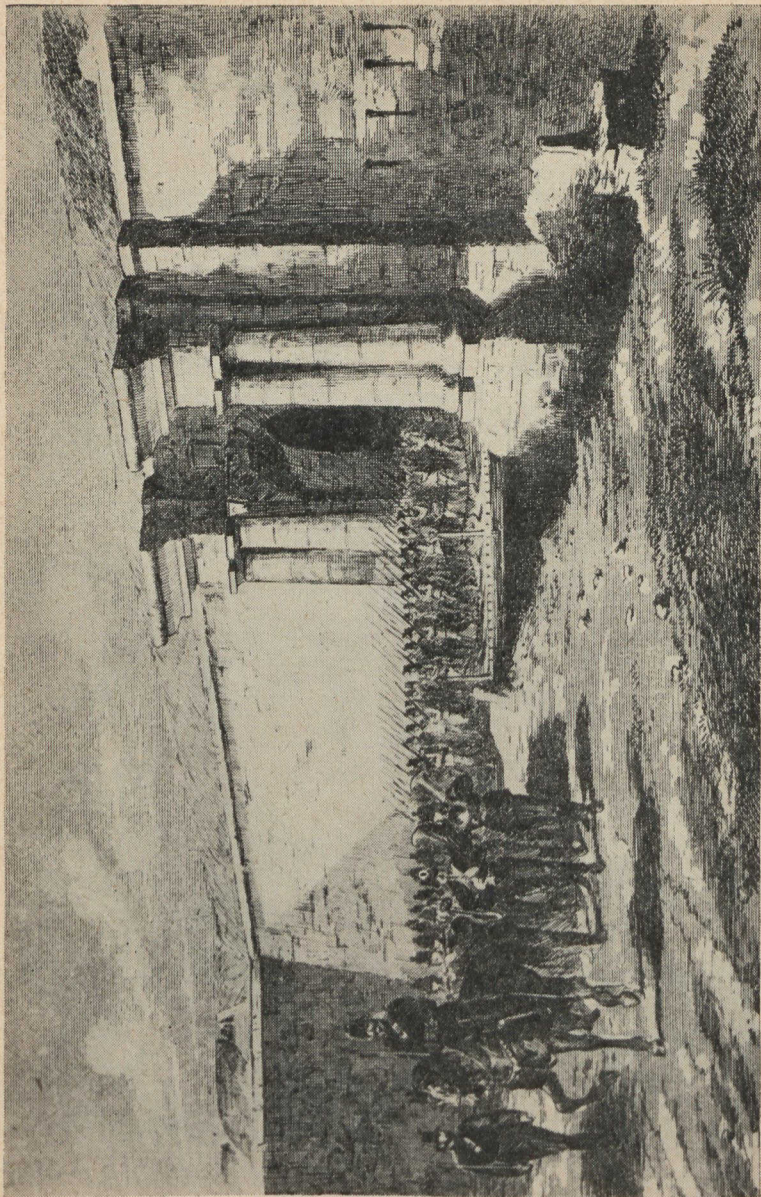
James Leith



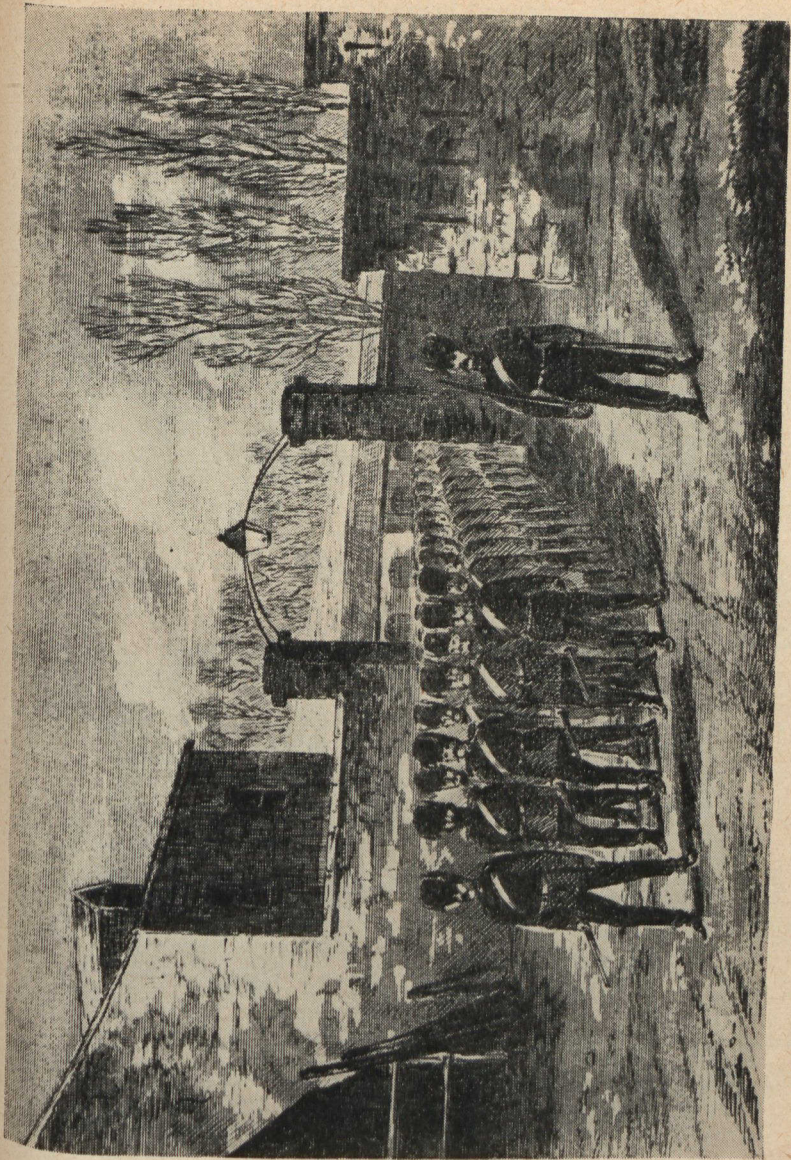
William Fraser Tolmie



Wm. V.
Macdonald



IMPERIAL TROOPS LEAVING CITADEL AT QUEBEC, 1870

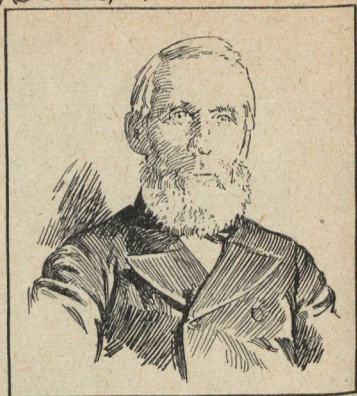


IMPERIAL TROOPS LEAVING THEIR BARRACKS, QUEBEC, 1870

LIBERAL STATESMEN



Sir
Richard Cartwright



Hon. Alexander
Mackenzie

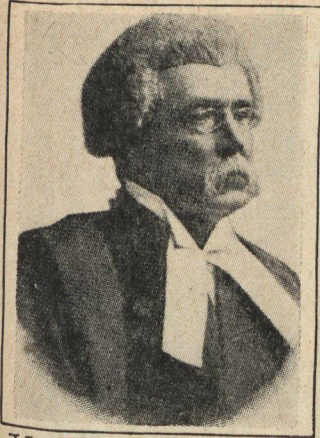


Hon. Oliver
Mowat

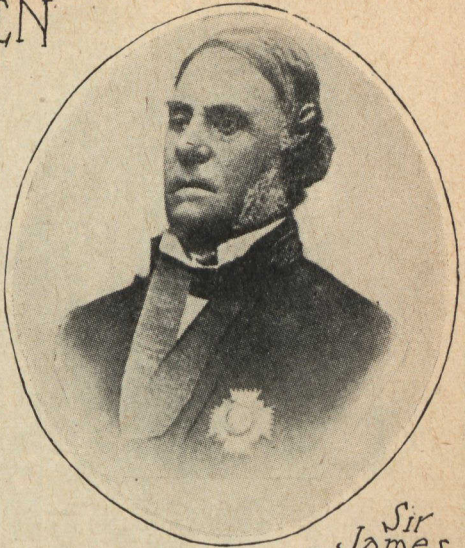


Hon.
Edward Blake

BRITISH COLUMBIA PUBLIC MEN



Hon. G.A. Walkem



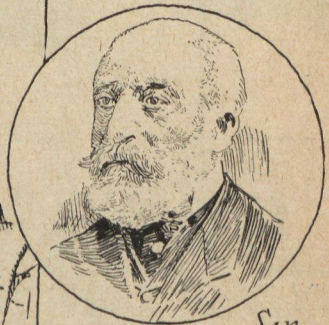
Sir
James
Douglas



Hon. J.F.
McCreight



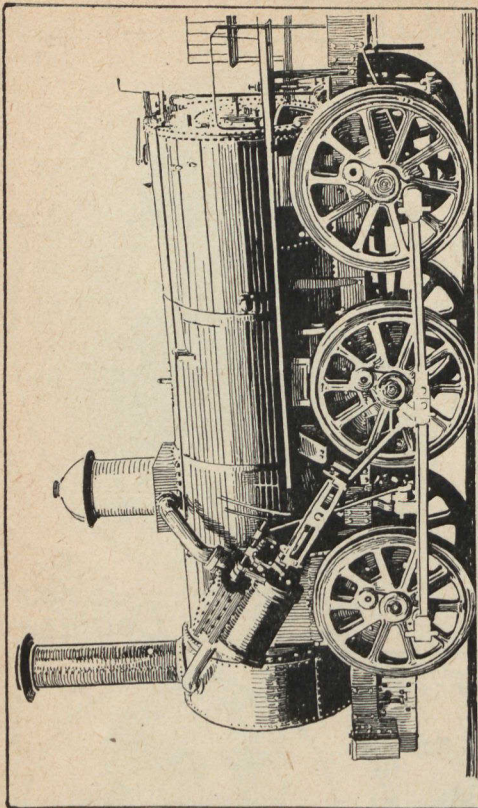
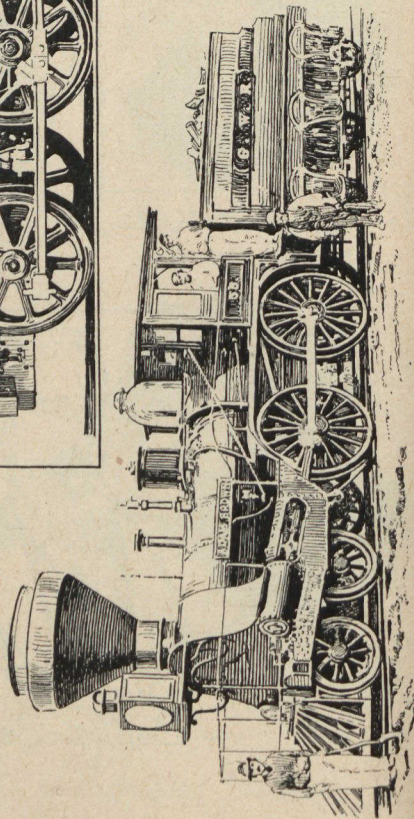
Sir Matthew
Baillie-Begbie



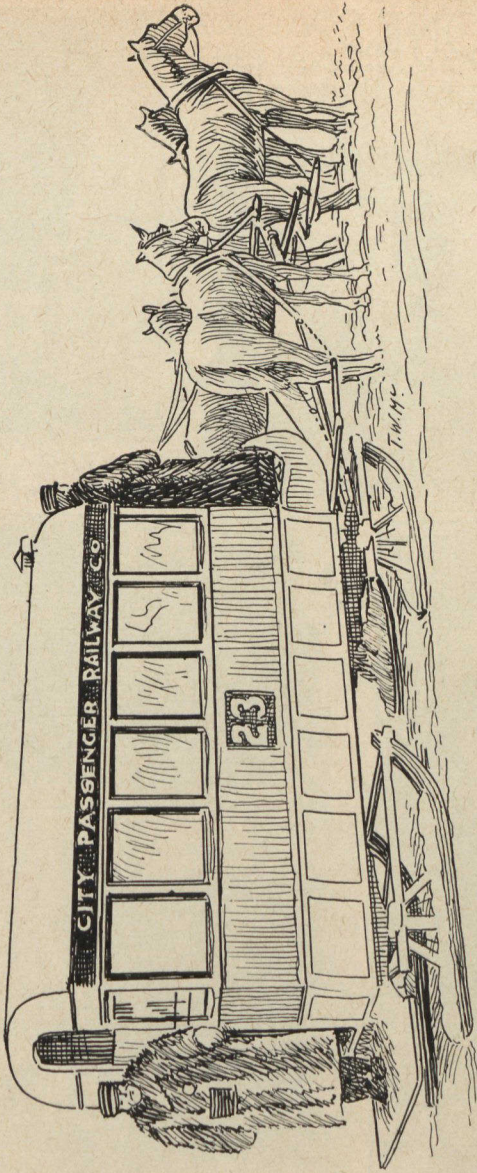
Sir
Henry P.P.
Crease

MORE
LOCOMOTIVES

The "Adam Brown"
First engine of
passenger train on
Wellington, Grey
& Bruce Railway in
September 1870



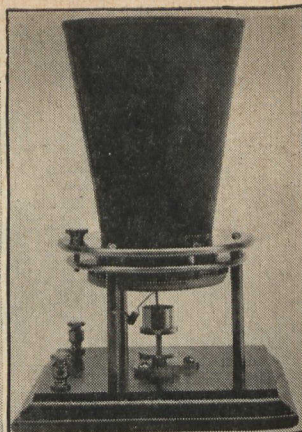
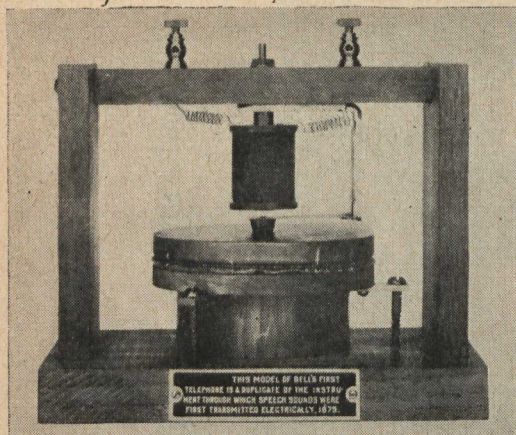
The "Albion"
Built 1854
Now in front of
Nova Scotian Hotel
Halifax



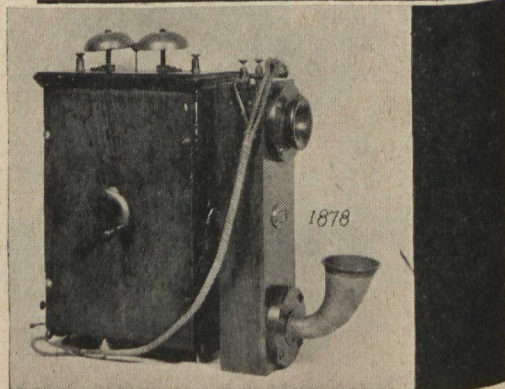
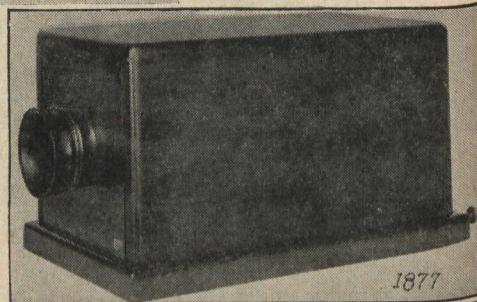
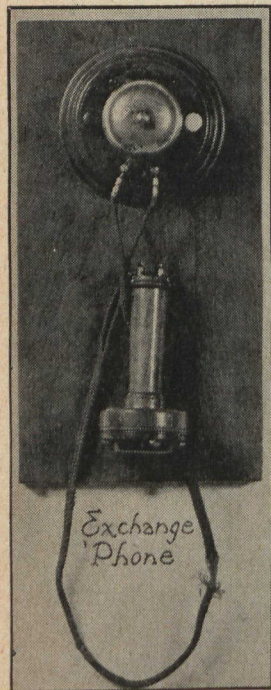
TORONTO STREET CAR ON RUNNERS IN WINTER, 1880'S

TELEPHONES

Courtesy of Bell Telephone Co.

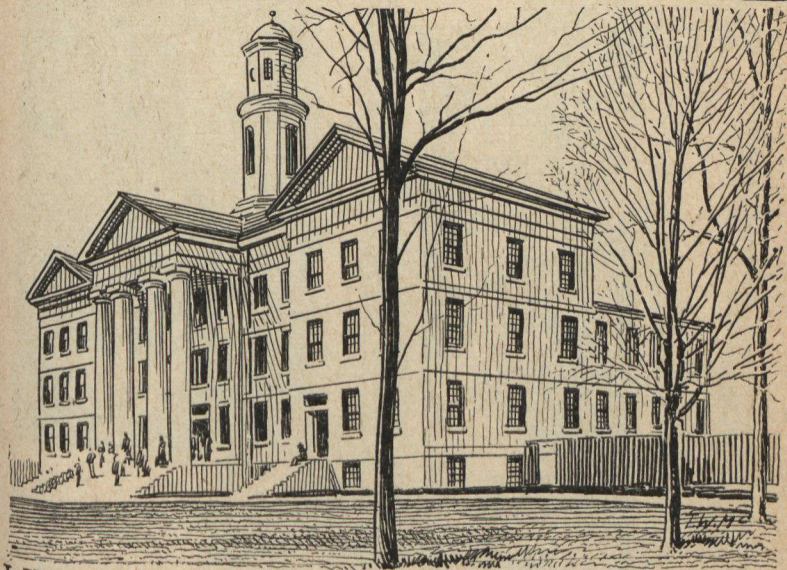
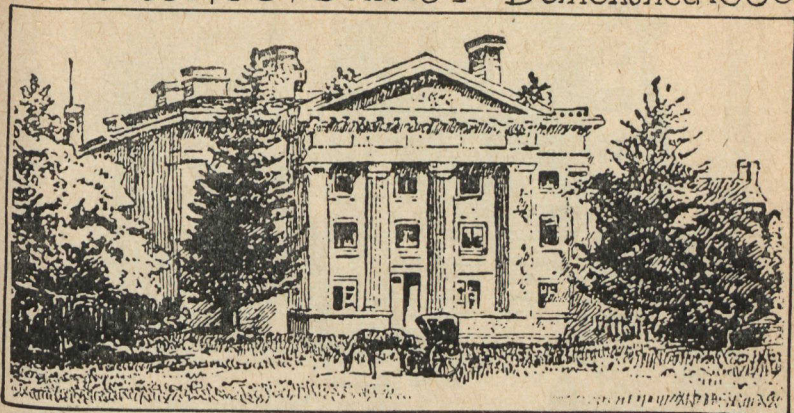


Liquid Transmitter 1876



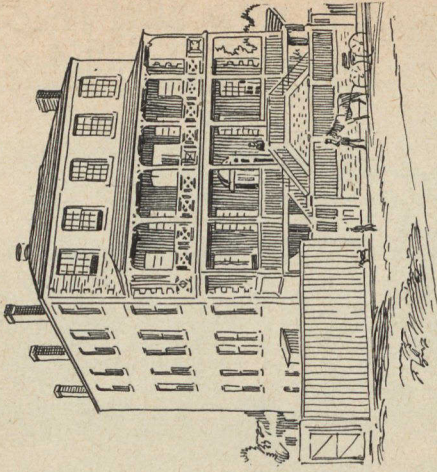
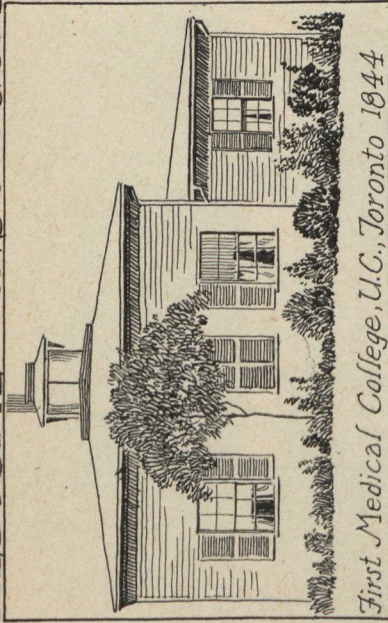
By courtesy of the Bell Telephone Company of Canada, Montreal, 1950.

KING'S COLLEGE, now UNIVERSITY
of TORONTO, Built 1842 Demolished 1886

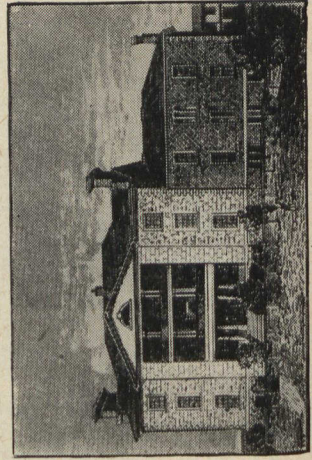


VICTORIA COLLEGE, COBOURG
until 1892

MEDICAL INSTITUTIONS

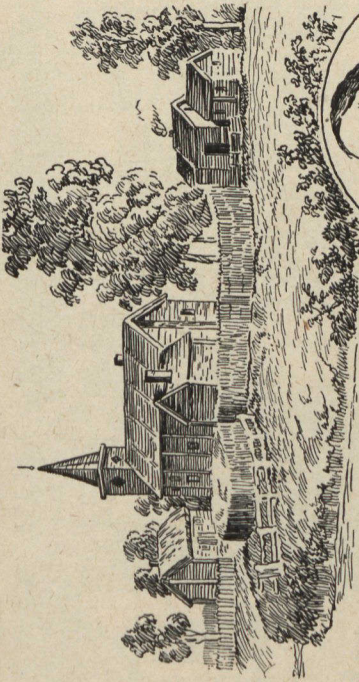


Hamilton City Hospital { 1850 }
 { 1882 }



Kingston Hospital 1871

RED RIVER SCHOOLS and CHURCHES



Protestant Church & Mission School, Red River 1820

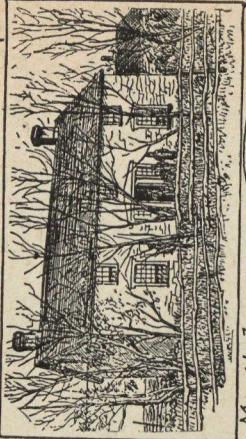
Bishop Provencher who established first school at St. Boniface 1818

Original Building

School Building



St. John's College School 1880

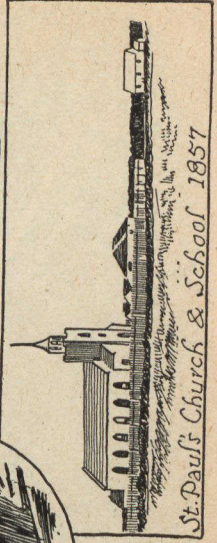


Manitoba College, Kildonan 1871

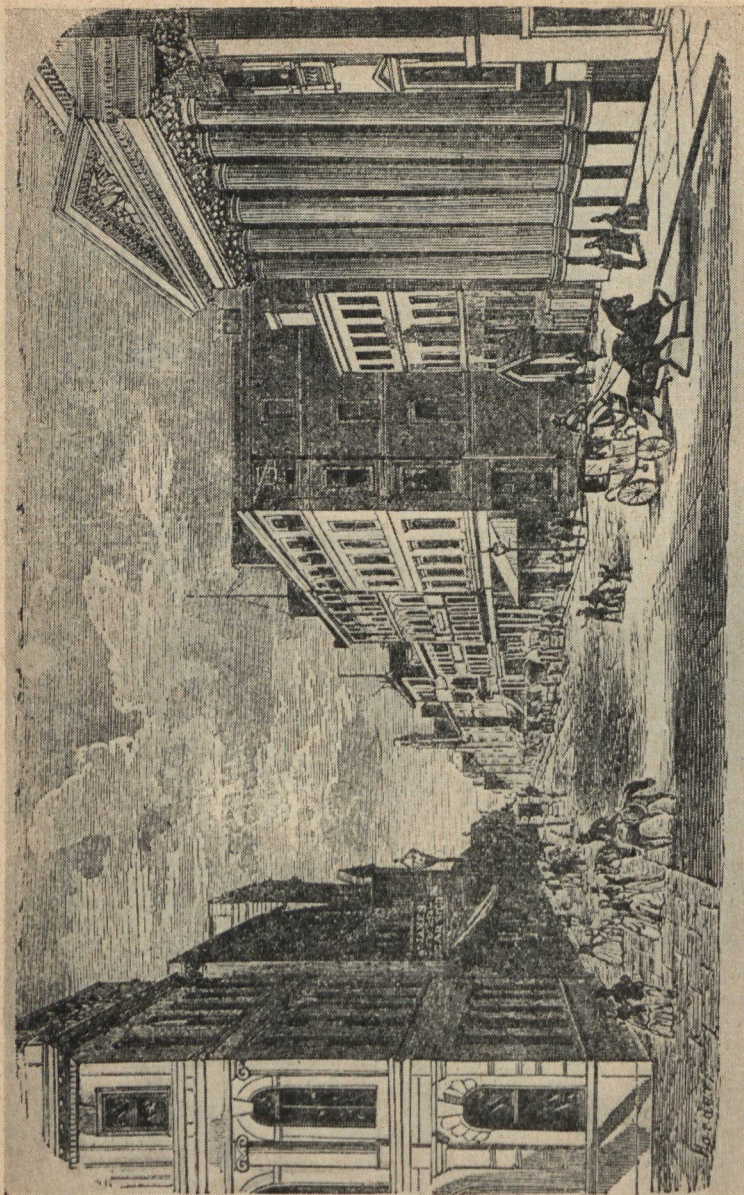
From Seaman's "Manitoba"



Rev. John West

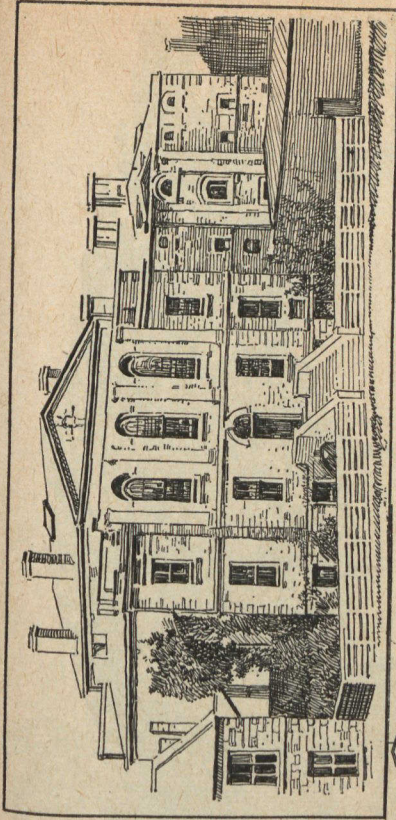


St. Paul's Church & School 1857



ST. JAMES STREET, MONTREAL, SHOWING BANK OF MONTREAL AT RIGHT

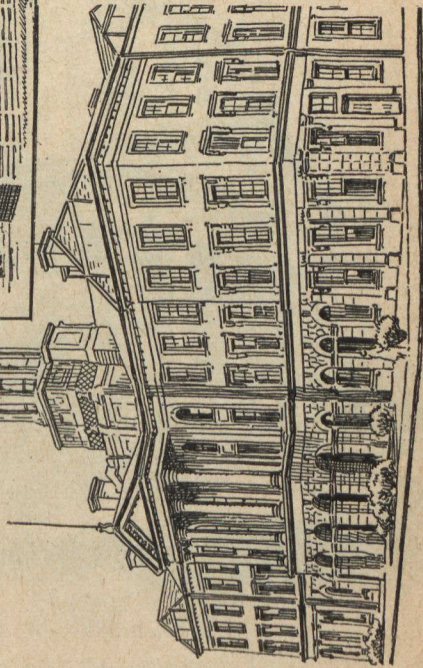
TWO
COURT
HOUSES



Hamilton

This building served the
Hamilton and Gore
District from the early
'30's until 1879

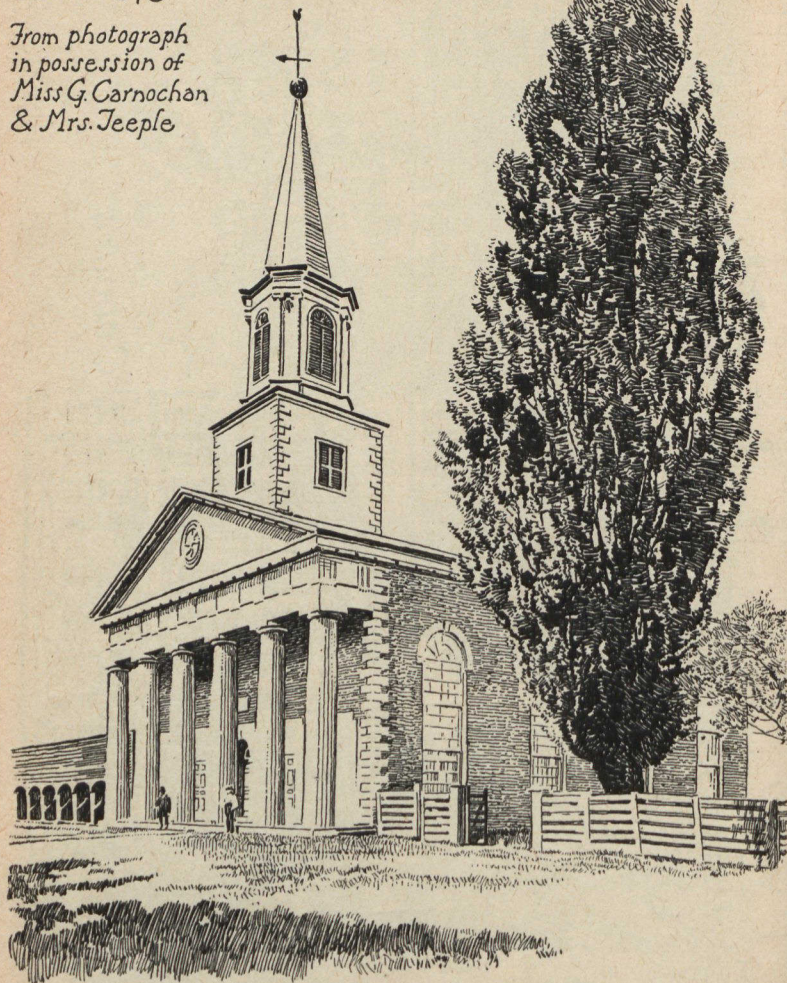
Cobourg

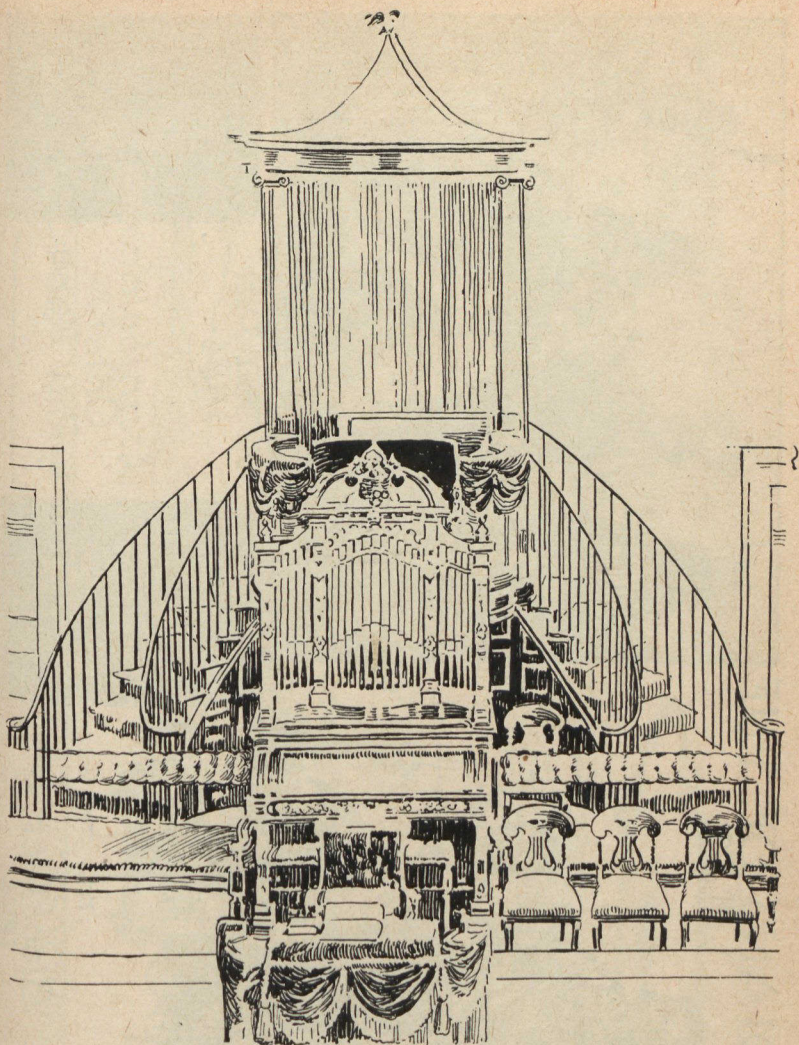


ST. ANDREW'S CHURCH

Niagara-on-the-Lake, Ont.
about 1878

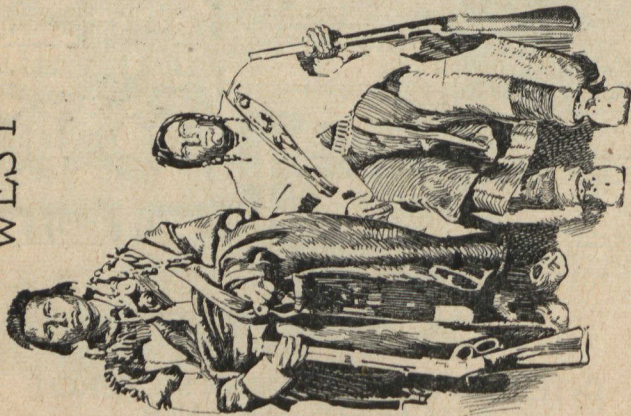
From photograph
in possession of
Miss G. Carnochan
& Mrs. Teeple



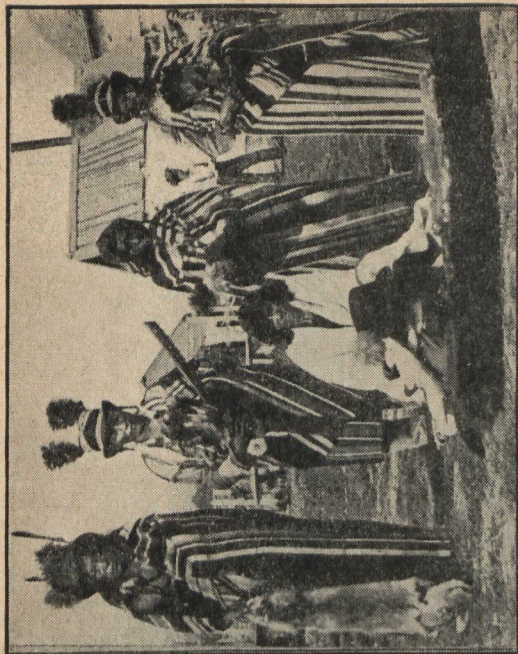


INTERIOR OF ST. ANDREW'S CHURCH,
NIAGARA-ON-THE-LAKE
SHOWING PULPIT, ORGAN, PRECENTOR'S DESK,
AND ELDERS' SEATS

INDIANS OF THE WEST



Blackfoot
1874



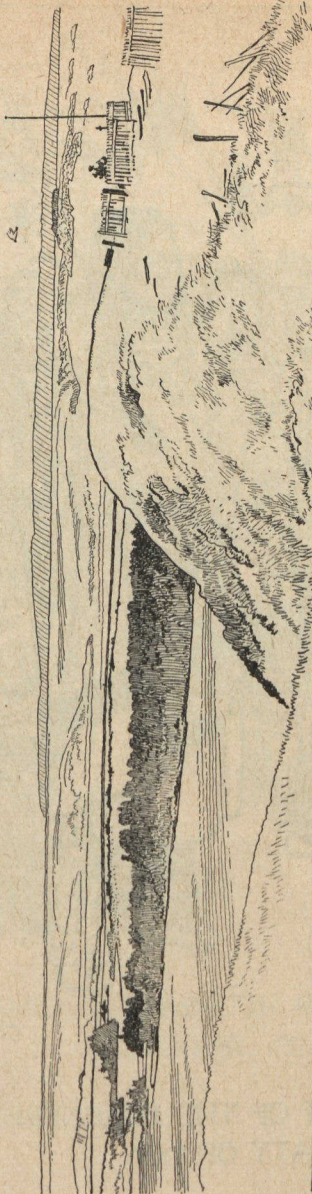
At Fort Pitt
1884

Assiniboine
Chiefs
by Paul Kane



SITE of BLACKFOOT TREATY 1877 and CROWFOOT'S GRAVE

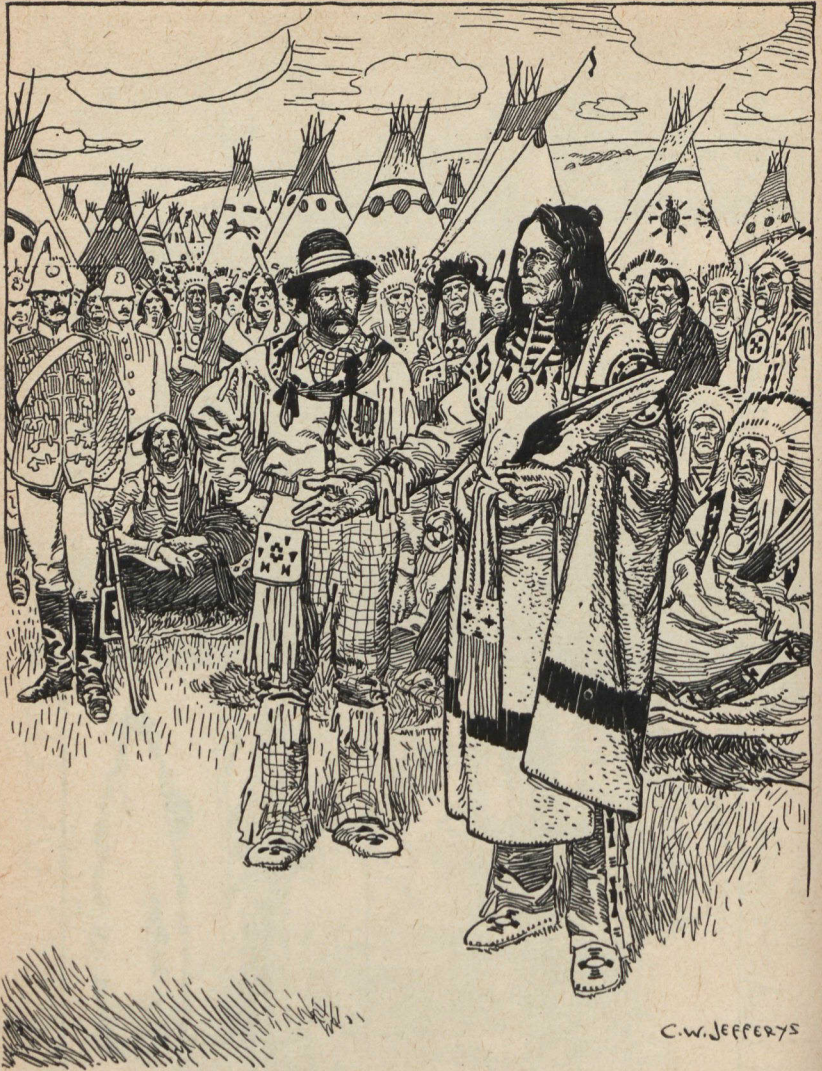
Treaty Flats across River



'The hill with Crowfoot's grave,
Where he pitched off for the last time
In sight of the Blackfoot Crossing.'
Lines in Memory of Edmund Morris,
by Duncan Campbell Scott

C.W. JEFFERYS
Blackfoot Reserve
1928

Circle of stones marking site
of Teepee in which he died



CHIEF CROWFOOT OF THE BLACKFEET
AT TREATY OF 1877



FATHER LACOMBE IN BATTLE BETWEEN
CREES AND BLACKFEET

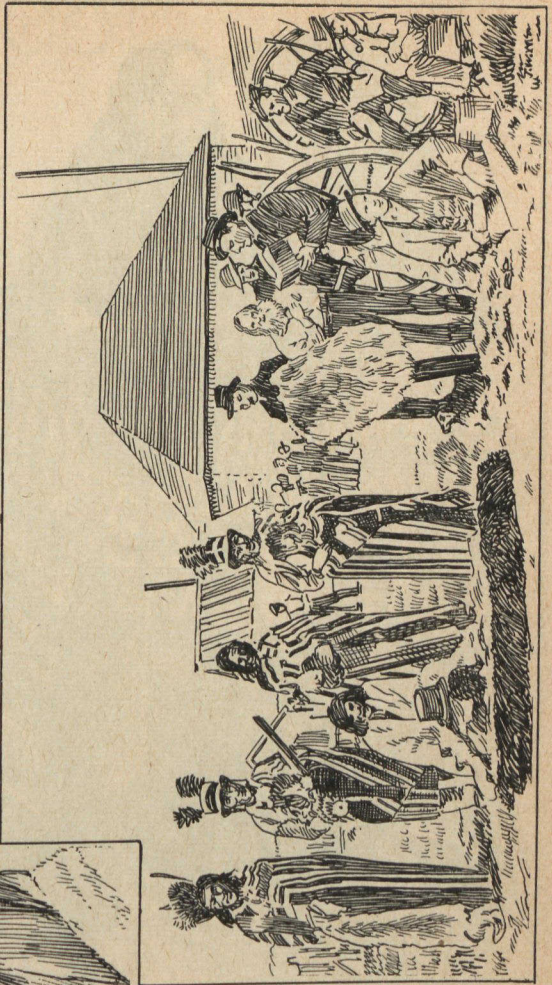


FATHER LACOMBE PERSUADES CHIEF CROWFOOT AND THE
BLACKFEET TO ALLOW THE RAILWAY TO BE BUILT ACROSS
THEIR RESERVE



BIG BEAR
Head Chief of the Plain Crees

Big Bear Trading at Fort Pitt



From a pen drawing by T. W. McLean.

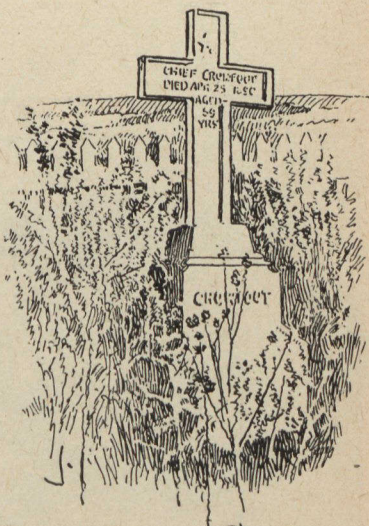


BLACKFOOT CHIEF
IN FULL CEREMONIAL COSTUME

CROWFOOT

Chief of
the
Blackfeet

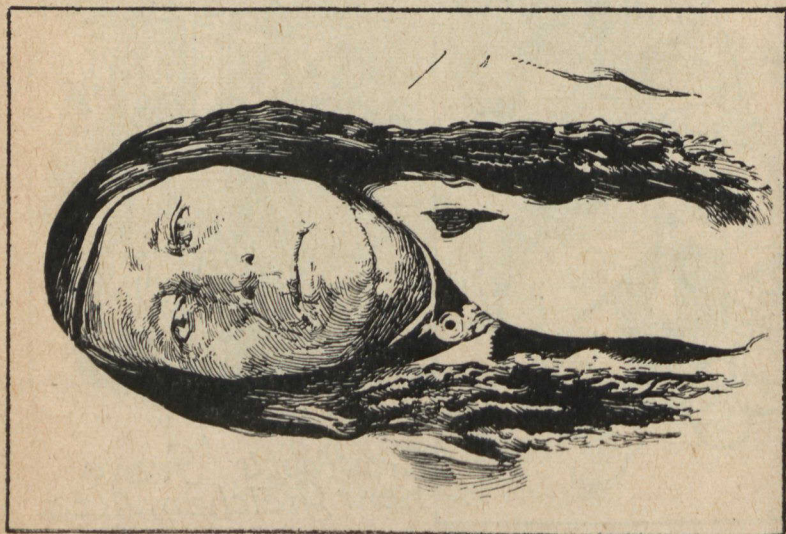
*From copyright
photographs by
Ernest Brown,
Edmonton*



*Crowfoot's Grave
near Gleichen, Alta.*



Otter

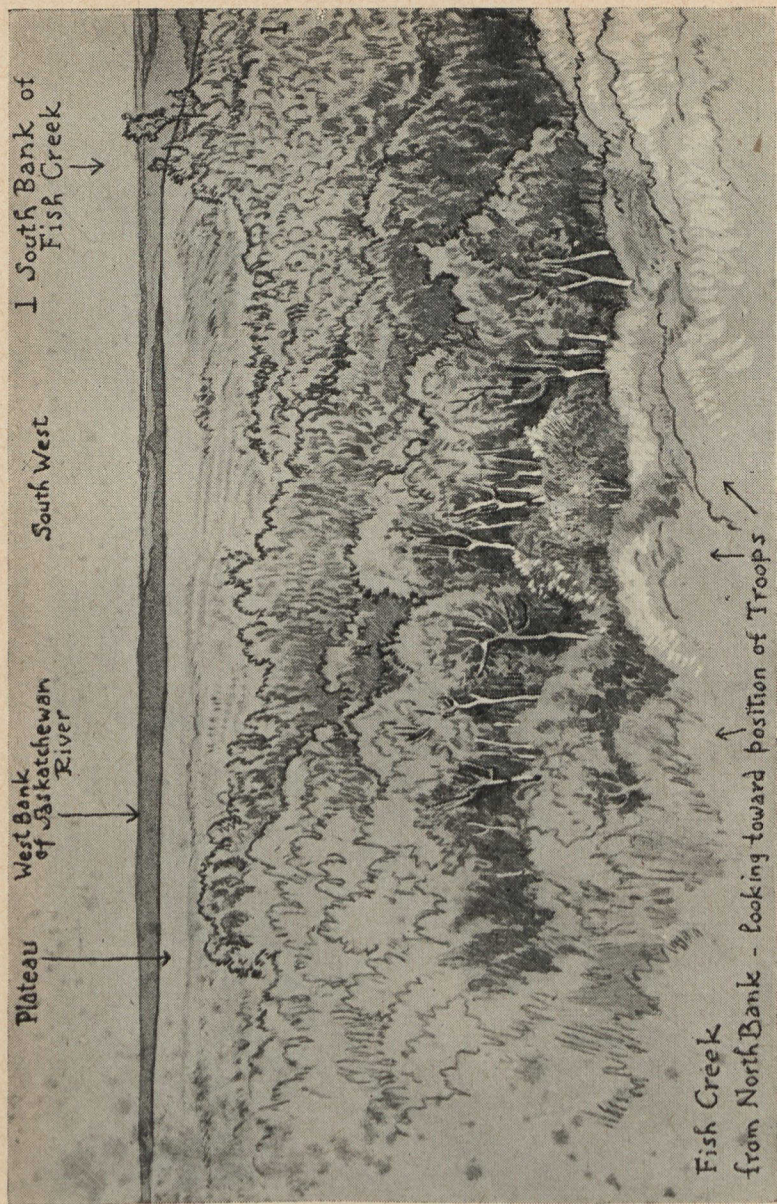


Poundmaker

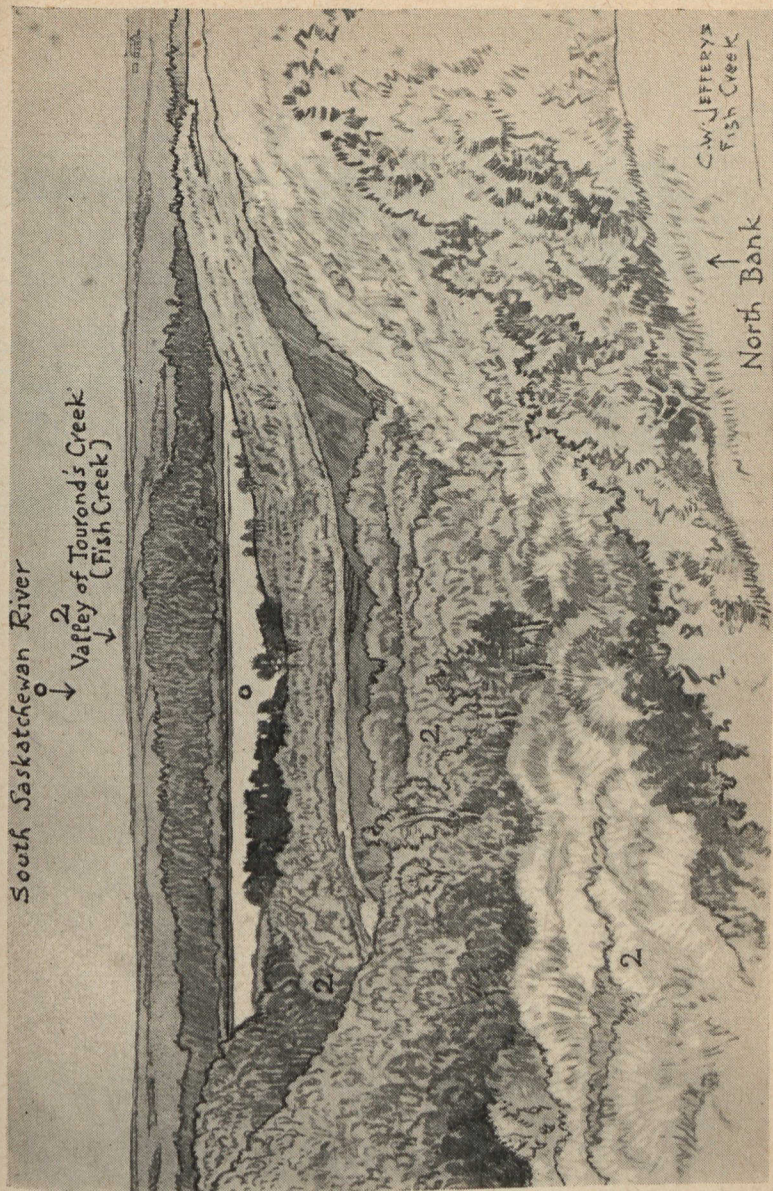


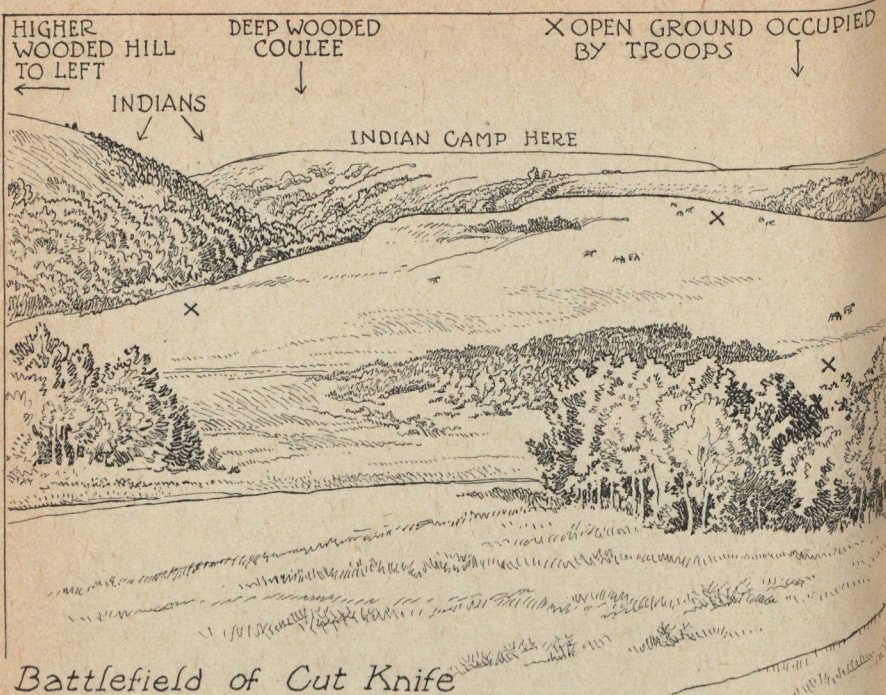
JURY OF LOUIS RIEL'S TRIAL, 1885

Photo by Professor Buell.

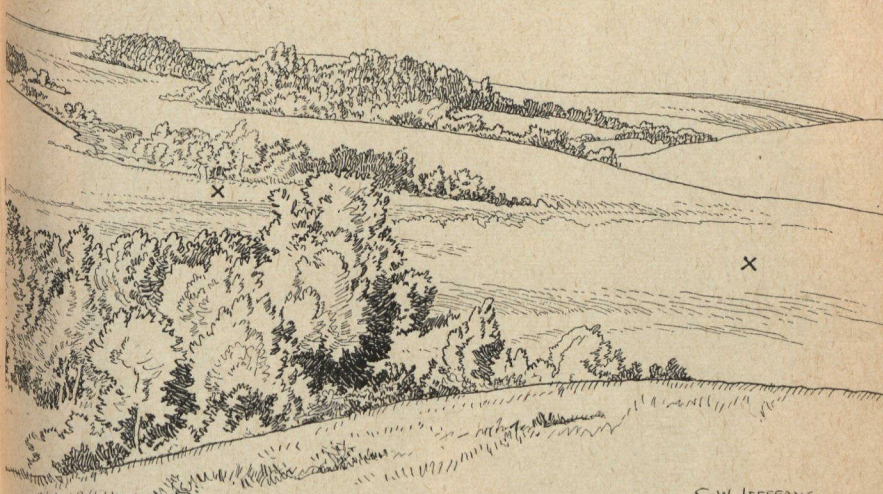


BATTLEFIELD OF FISH CREEK, 1888





WOODS & COULEES HELD BY INDIANS



looking northwestward

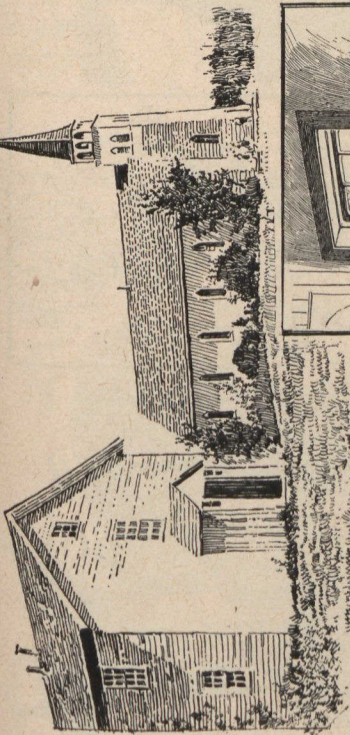
C. W. JEFFERYS
CUT KNIFE



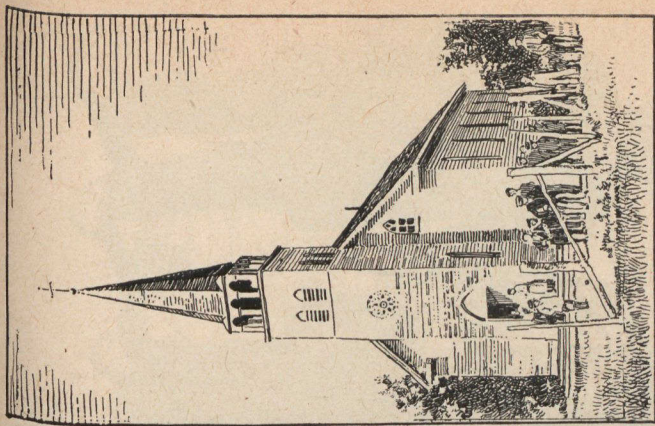
THE FORD AT CUT-KNIFE CREEK

Photograph by the author.

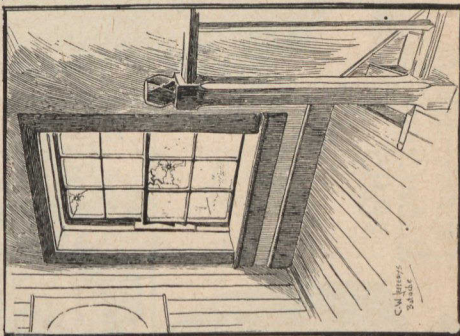
AT BATOCHÉ



Priest's House &
Church, standing
at time of Battle

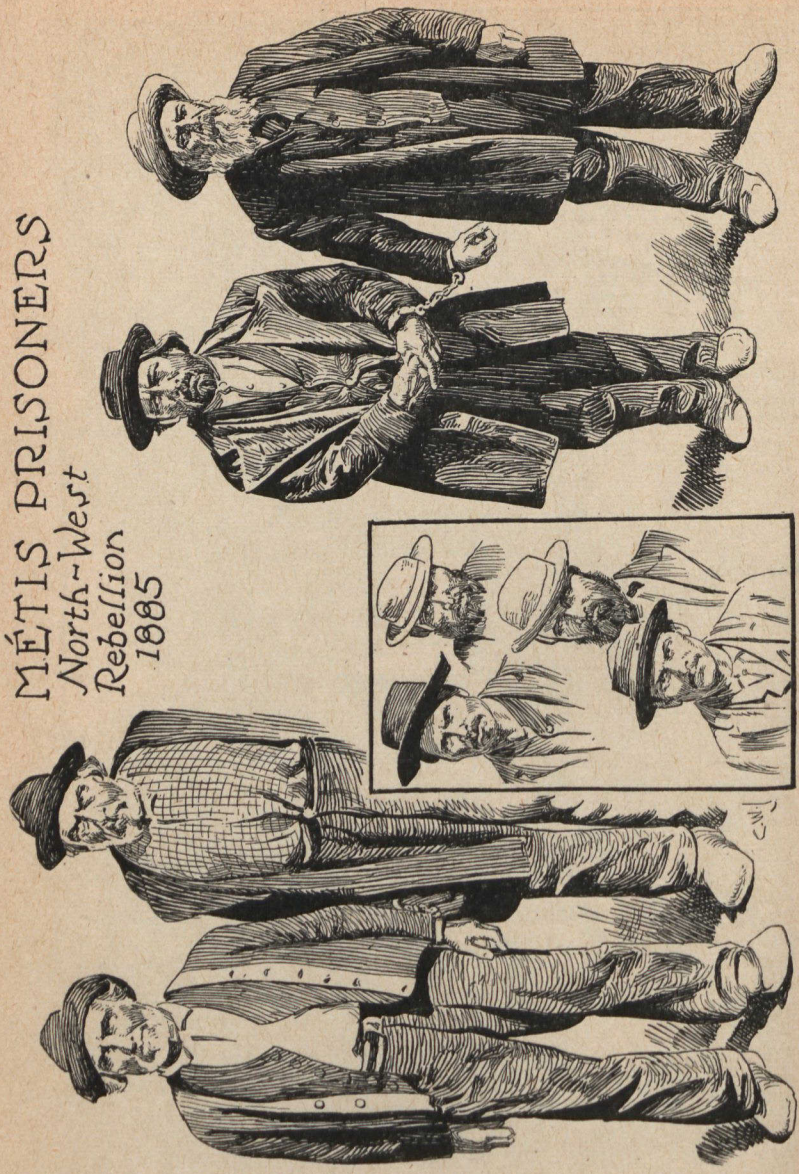


Church



Window in
second storey of Priest's
House showing bullet
holes in panes of glass

MÉTIS PRISONERS
North-West
Rebellion
1885



From a copyright photograph by Professor Buell, Washington, D C.

MEN of the WEST



At
Calgary
1885

Tom Quinn
killed at
Frog Lake

Inspector
F.J. Dickens

James K.
Simpson,
son of
Sir George

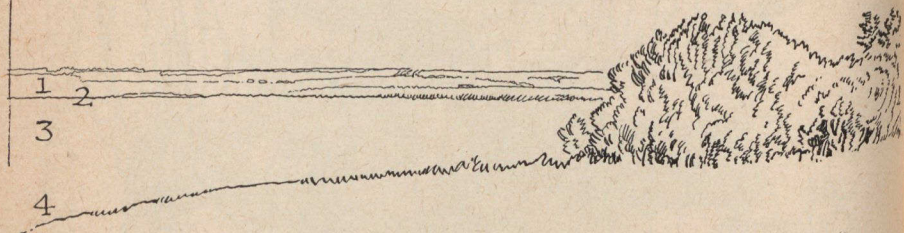
Stanley
Simpson



Angus
MacKay
in charge of
Fort Pitt

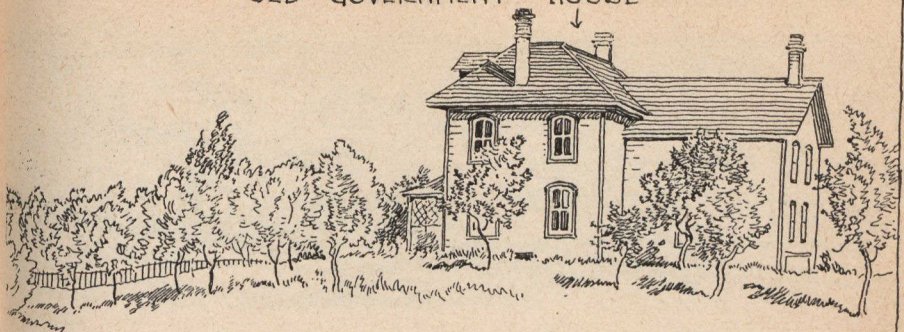
At Fort Pitt. 1884

- 1 NORTH BANK OF SASKATCHEWAN RIVER
- 2 VALLEY OF SASKATCHEWAN RIVER
- 3 FLATS BETWEEN RIVERS
- 4 VALLEY OF BATTLE RIVER

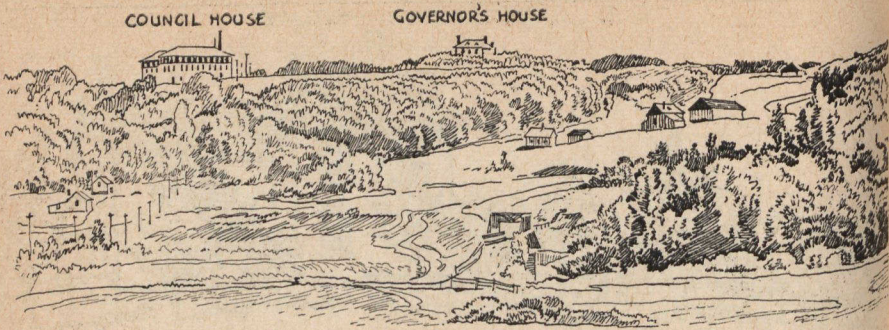


OLD BATTLEFORD

OLD GOVERNMENT HOUSE



C. W. JEFFERYS
BATTLEFORD

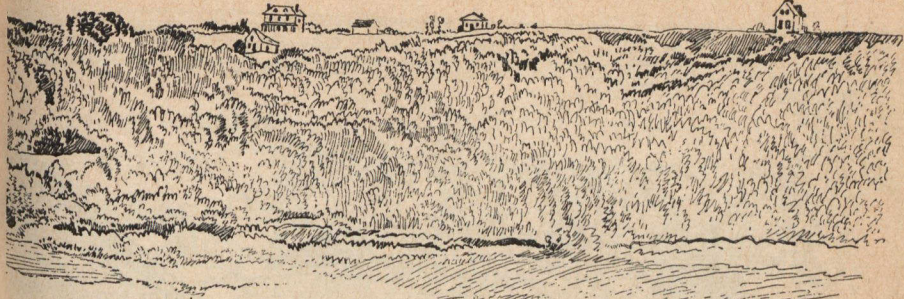


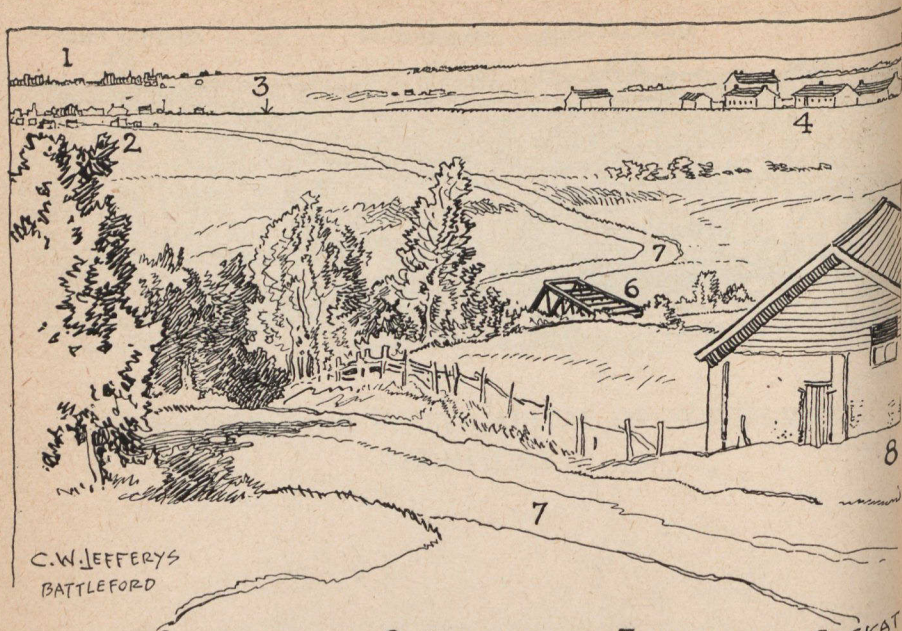
OLD BATTLEFORD, FIRST CAPITAL OF NORTH-WEST
TERRITORY

REGISTRAR'S HOUSE

REGISTRY OFFICE

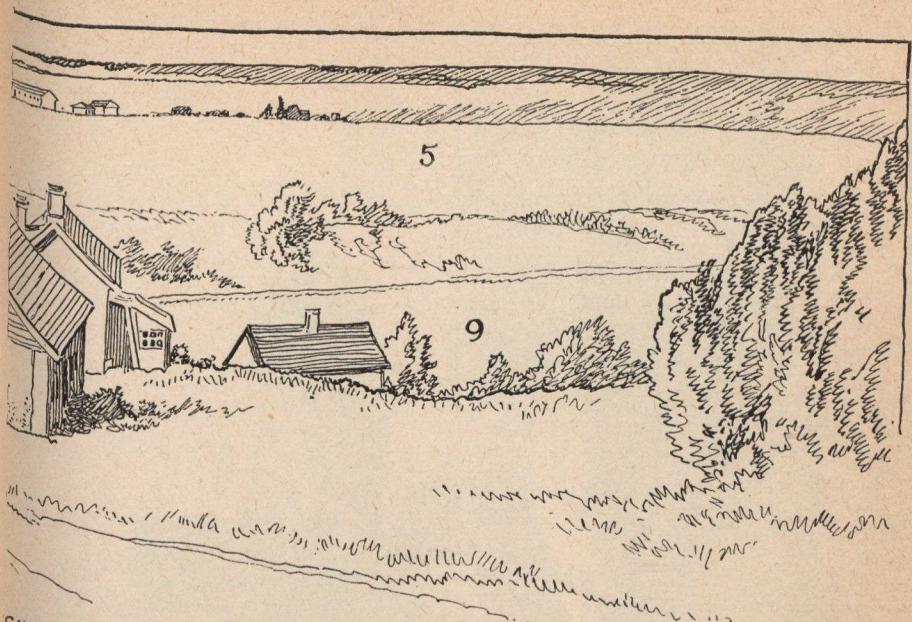
SECRETARY FORGET





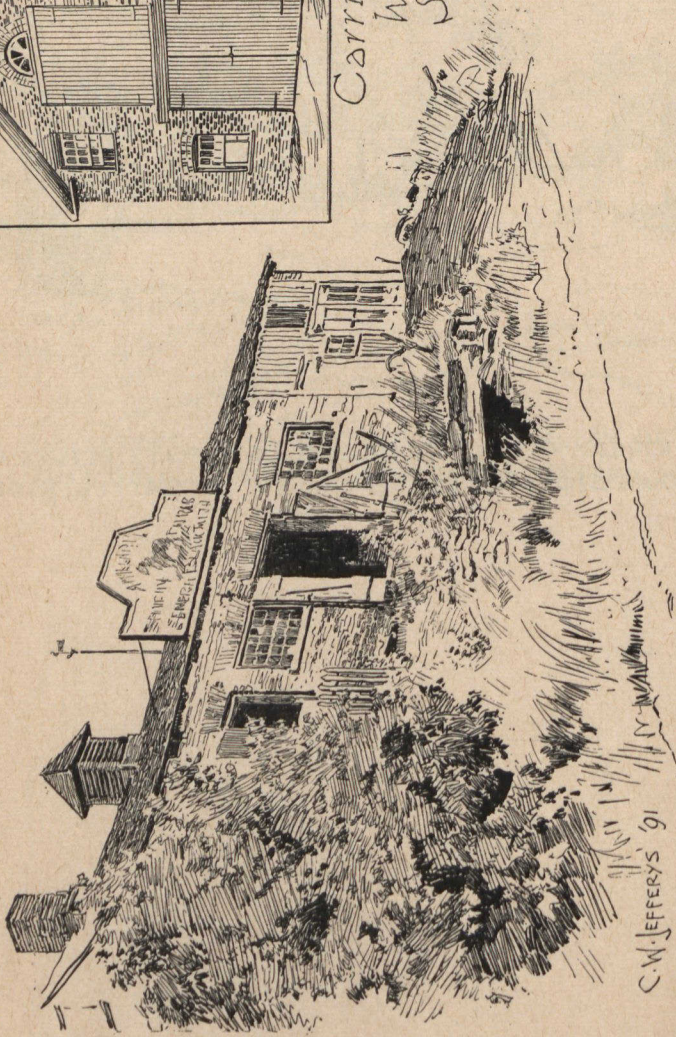
C.W. JEFFERYS
BATTLEFORD

1 NORTH BATTLEFORD 2 BATTLEFORD 3 VALLEY OF SASKAT
6 BRIDGE OVER BATTLE RIVER 7 ROAD TO BATTLEFORD FROM SOUTH



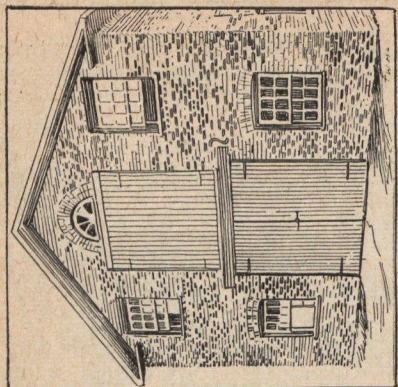
CHEWAN RIVER 4 POLICE BARRACKS 5 FLATS BETWEEN RIVERS
TH 8 INDIAN STORE HOUSE 9 VALLEY OF BATTLE RIVER

VILLAGE INDUSTRIES



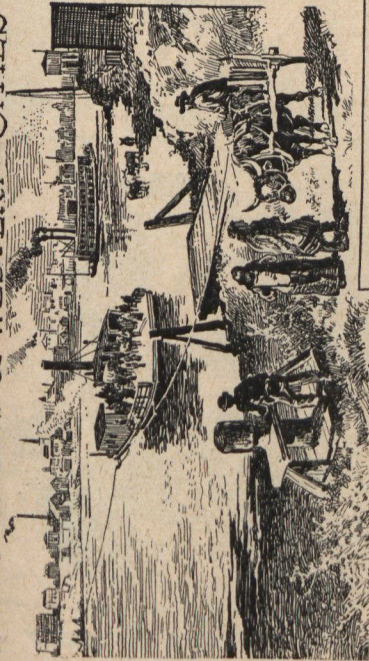
C. W. JEFFERS '91

Blacksmith's Forge

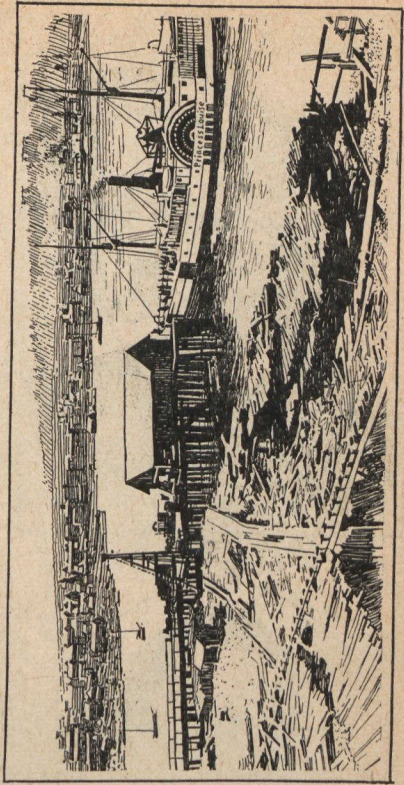


Carriage & Wagon Shop

EARLY VIEWS OF WESTERN CITIES

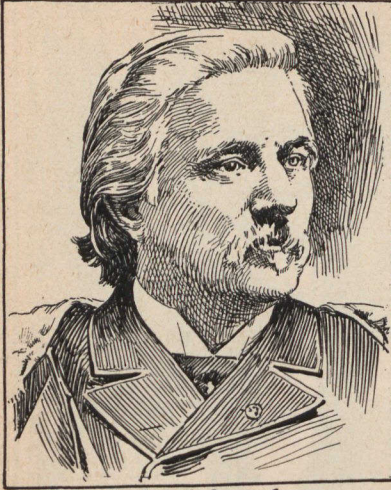


Winnipeg
from St. Boniface

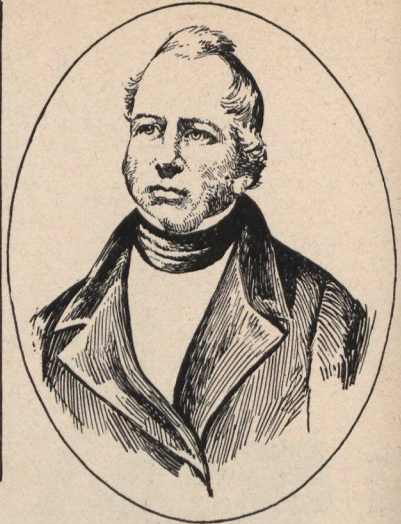


Vancouver
Waterfront
1886

FRENCH CANADIAN PUBLIC MEN



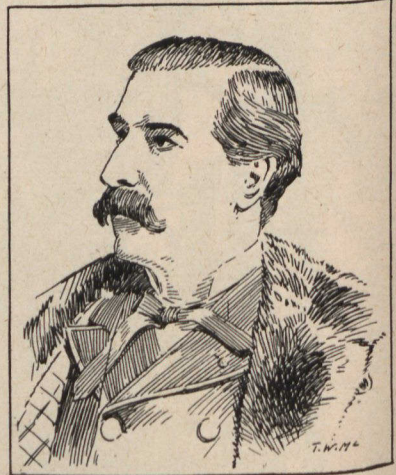
Sir J. A. Chapleau



Hon. Joseph Masson



Hon. A. A. Dorion

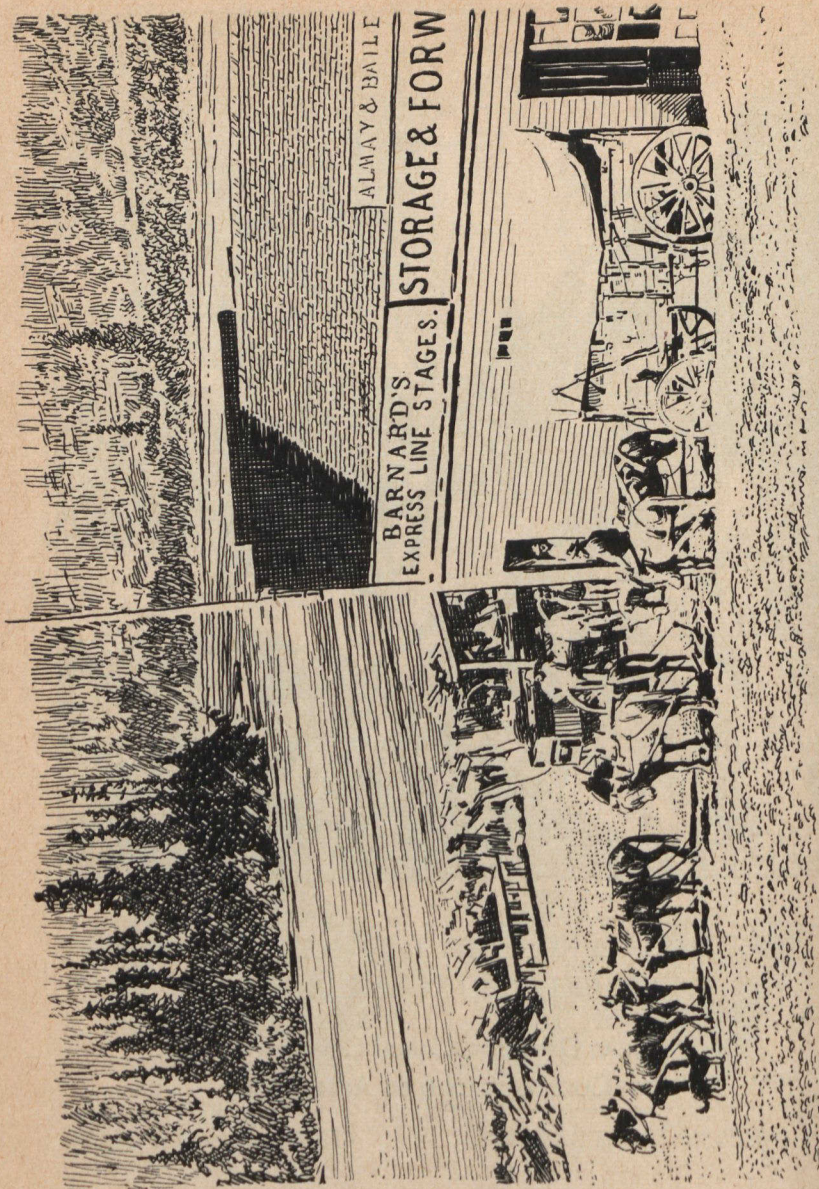


Hon. Honoré Mercier



THE CARIBOO ROAD TO THE GOLD FIELDS OF
BRITISH COLUMBIA

MINERS GOING IN, COACH COMING OUT
WITH GOLD GUARDED BY ARMED MEN



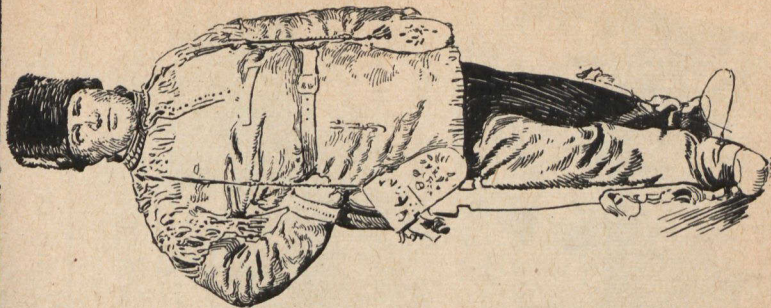
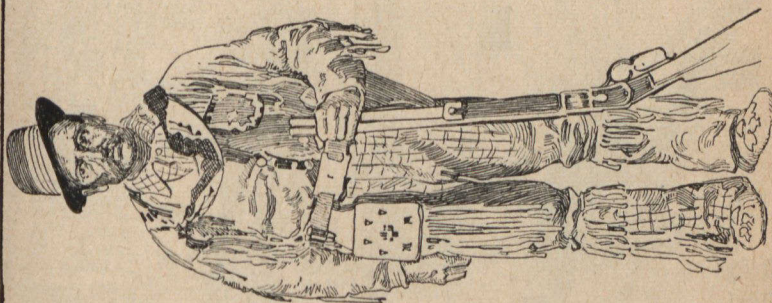
FRASER RIVER STAGE COACH, COVERED WAGON STYLE

WESTERN
CANADA
COSTUMES

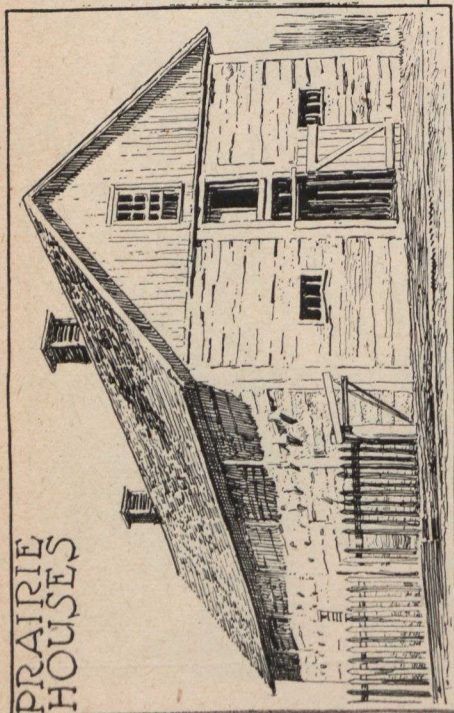
→ Jerry Dotts
Guide &
Interpreter to
Mounted Police

→ Chief Factor
Bernard Rogan
Ross
Discoverer of
Ross's Goose.

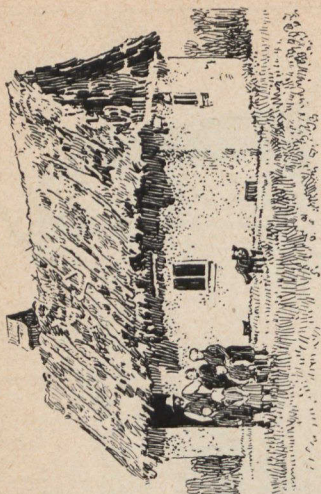
Courtesy of
"The Beaver"



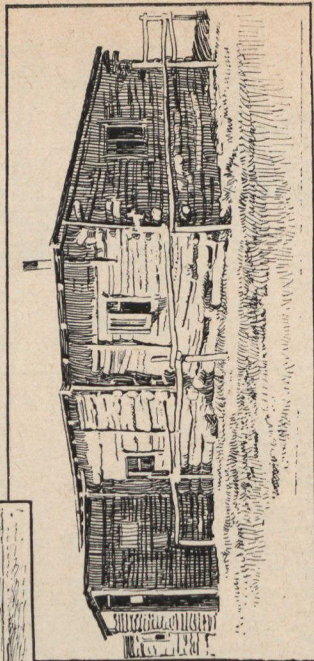
PRAIRIE
HOUSES



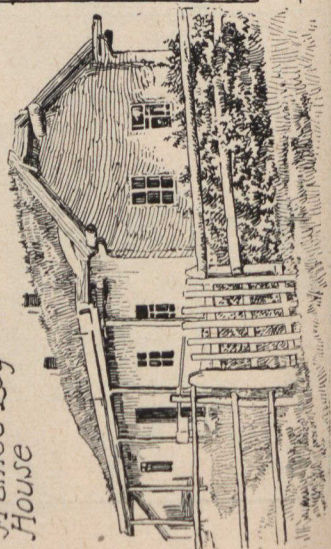
Framed Log
House

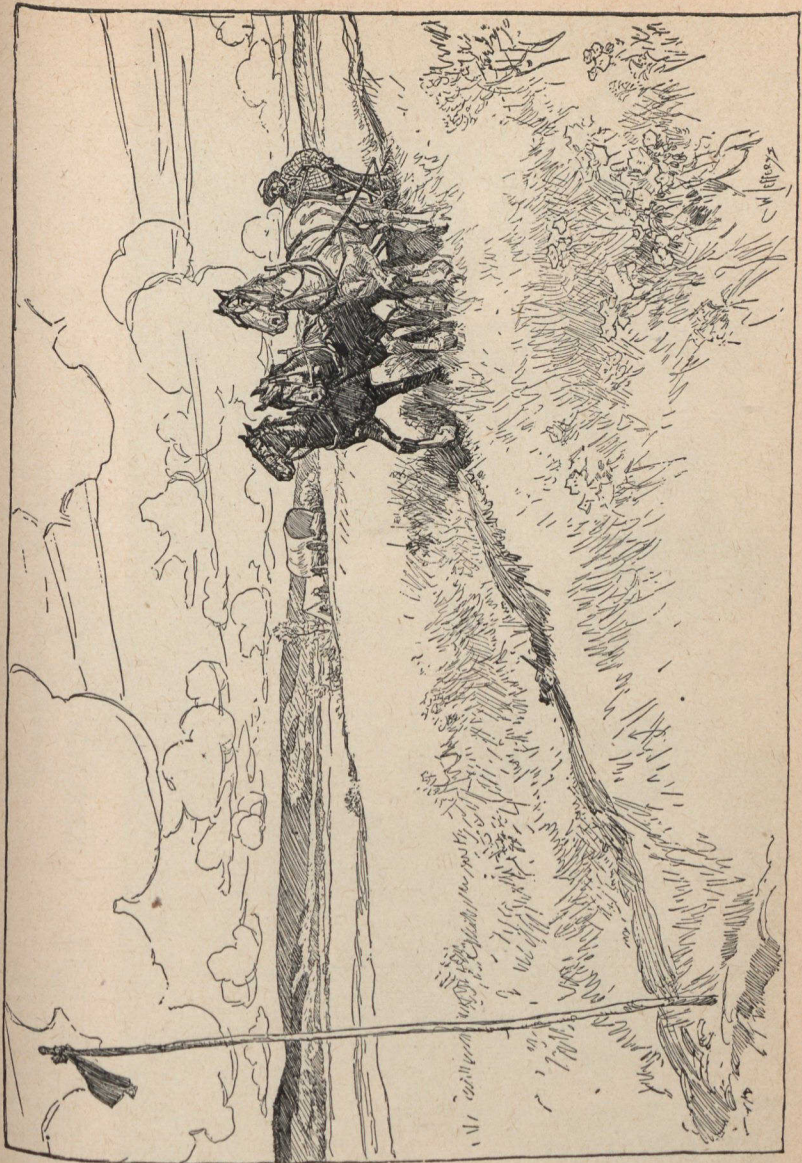


A Galician Homestead



Pioneer Home of the Eighties
Dankhobor House





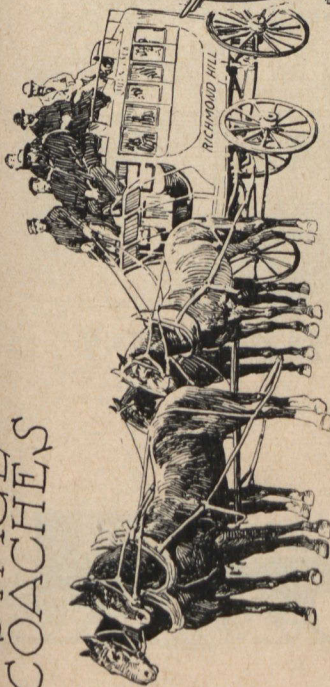
THE FIRST FURROW



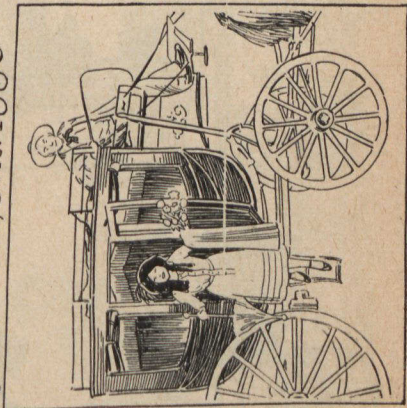
MORTGAGING THE HOMESTEAD

From a painting by G. A. Reid, P.R.C.A

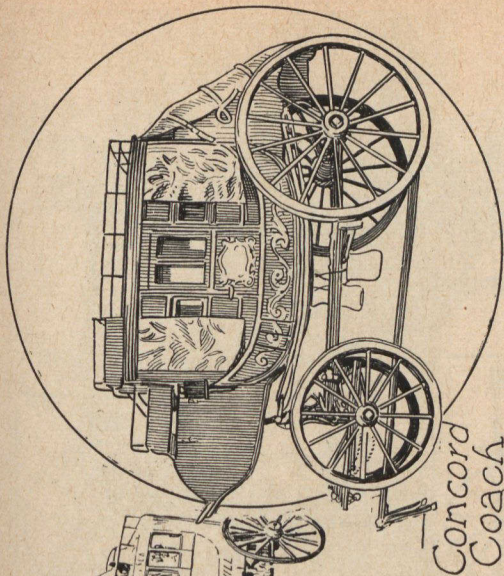
STAGE COACHES



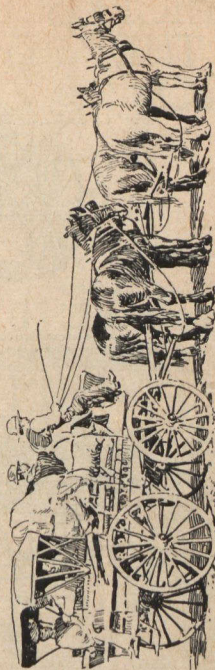
On Yonge Street, Ont. 1880



Type
used
on the
Prairie

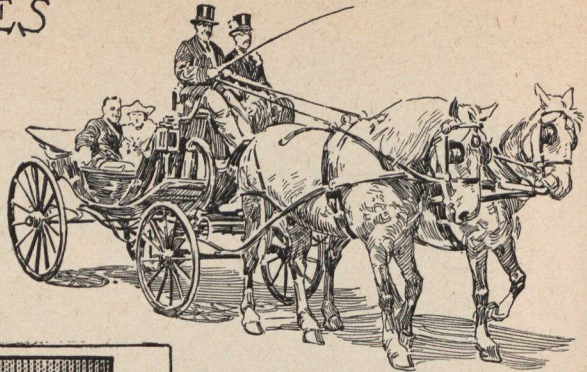


Concord
Coach

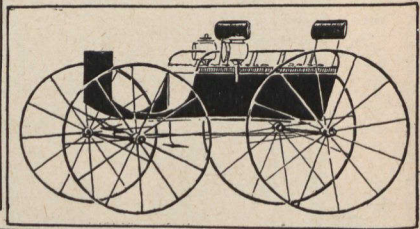
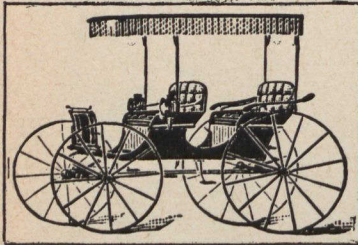


Between Calgary & Edmonton 1889

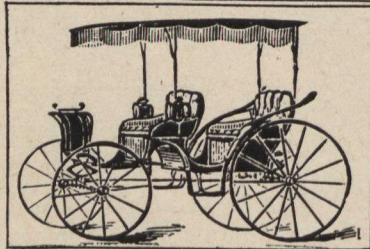
VEHICLES
OF THE
'90's



Victoria



Surreys
with the
fringe on
top



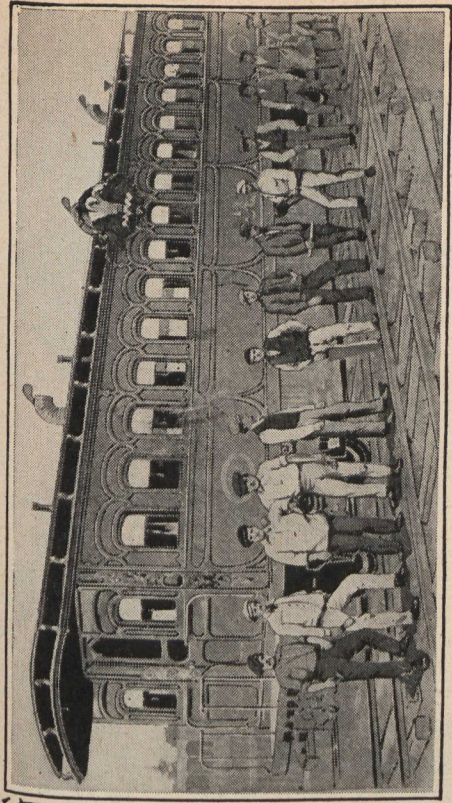
Essex
Trap

Top
Buggy

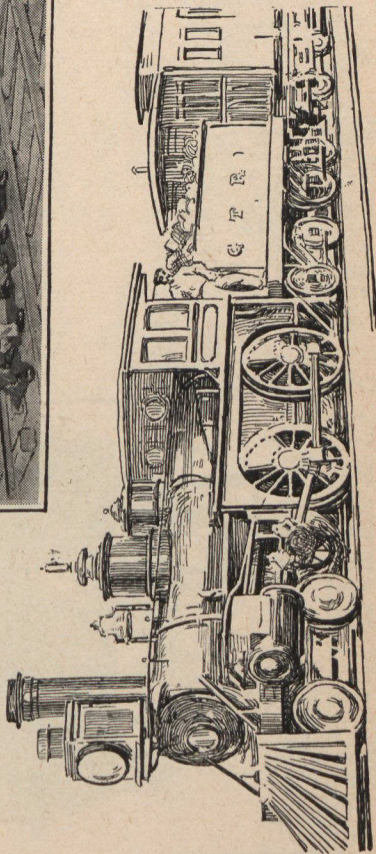
Surrey



FIRST SLEEPING
CAR
Built in 1860
at Brantford
Ont.

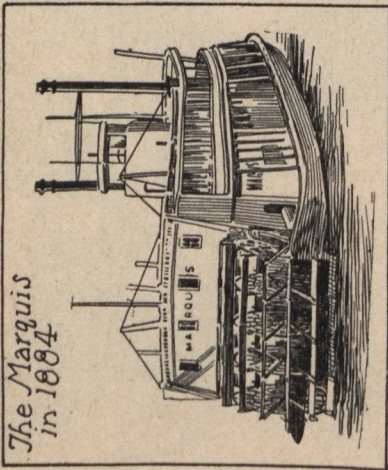


TYPICAL
ENGINE of
1880 used on
Grand Trunk
Railway

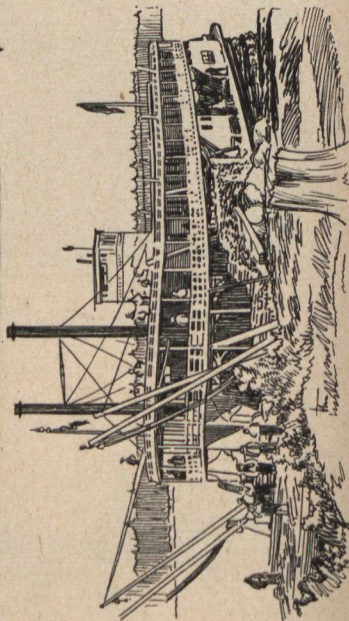


STERN-WHEELERS OF THE NORTHWEST

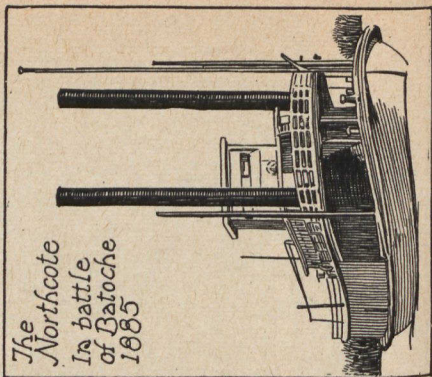
*The Marguis
in 1884*

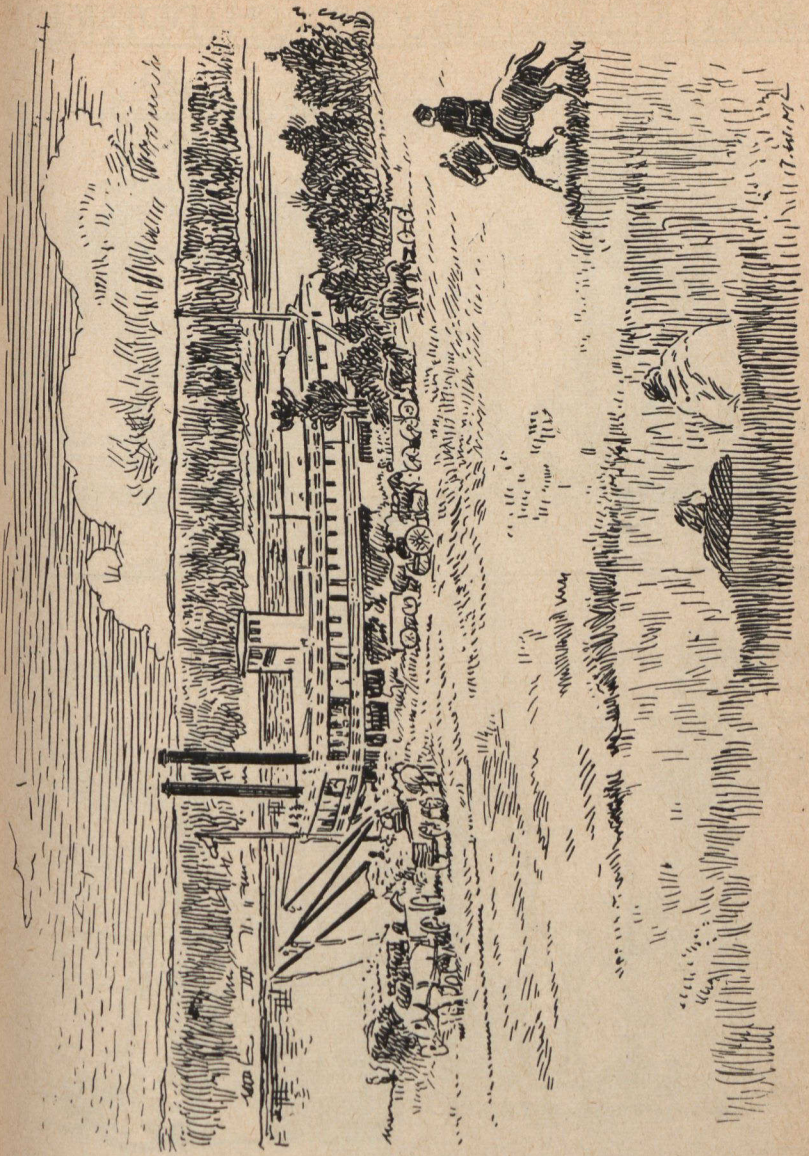


*The North West. From
painting ↓ by R. Lindemere
Used by
troops
in 1885
Rebellion*



*The
Northcote
In battle
of Batoche
1885*



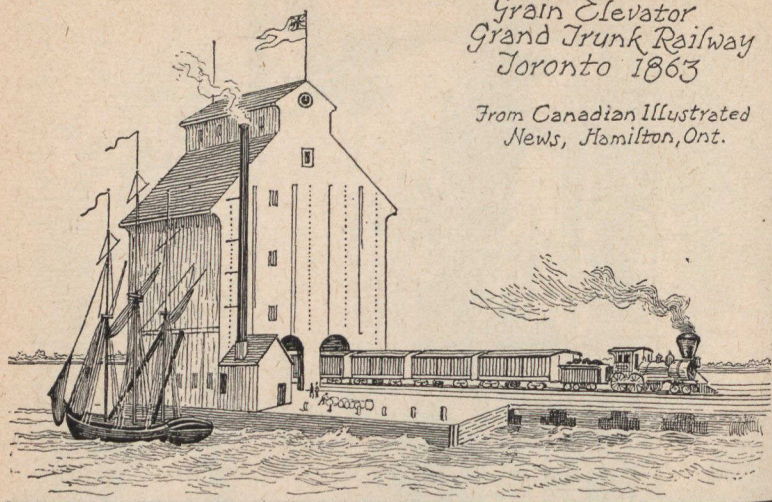


THE STERN-WHEELER NORTH WEST

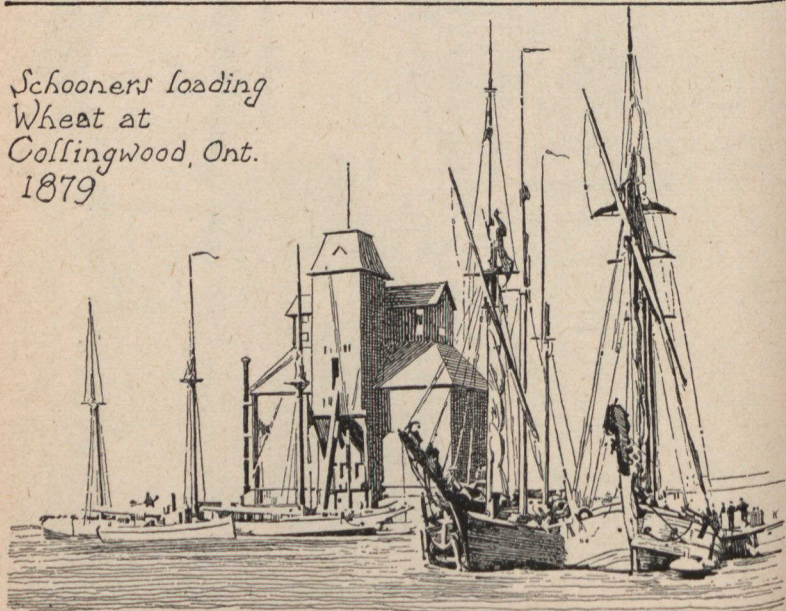
LAKE ELEVATORS & SHIPPING

*Grain Elevator
Grand Trunk Railway
Toronto 1863*

*From Canadian Illustrated
News, Hamilton, Ont.*



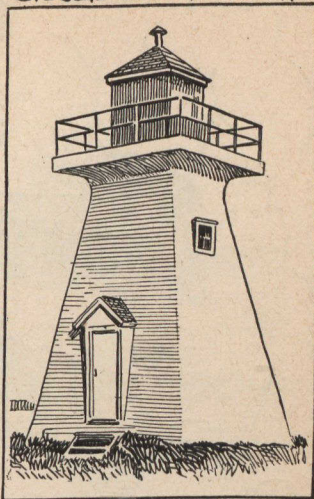
*Schooners loading
Wheat at
Collingwood, Ont.
1879*



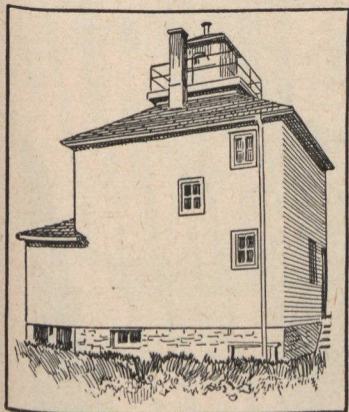
LIGHTHOUSES on the GREAT LAKES



Lamb Island
Nipigon Bay
Lake Superior



Shagansh Island
Lake Superior



Corbeil
Shoal
Lake
Superior,
north of
Sault Ste.
Marie



Cove Island, Lake Huron

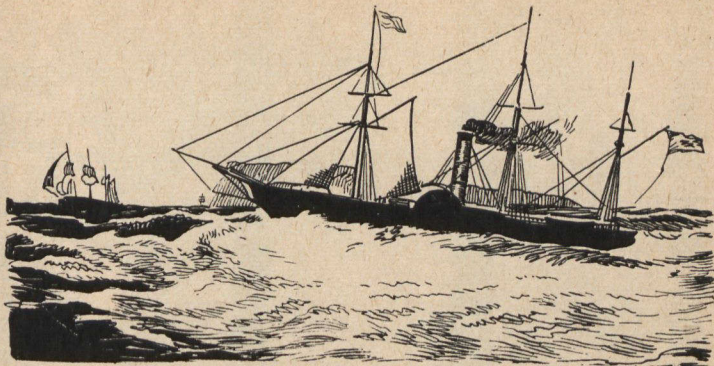


Cape Croker
Georgian Bay

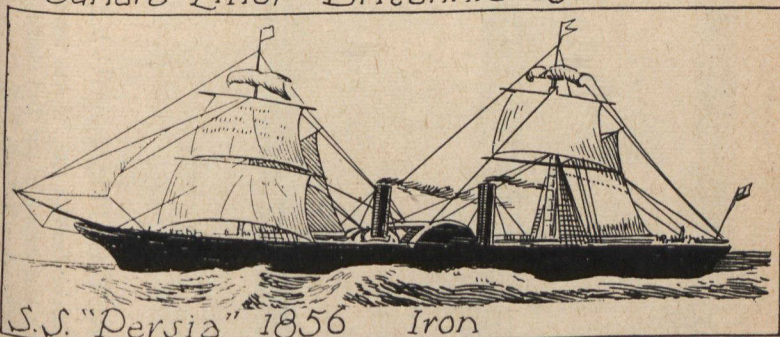


THAMES DISASTER AT SPRINGBANK, NEAR LONDON, ONTARIO

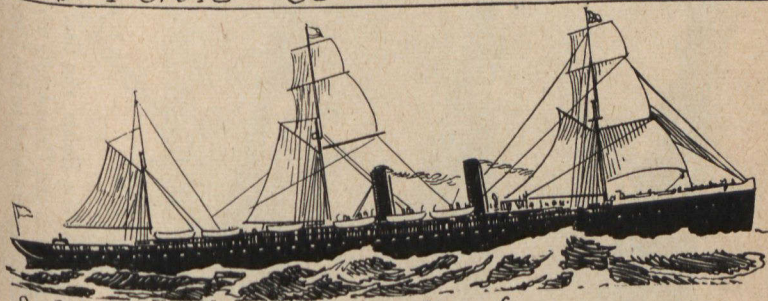
OCEAN STEAMSHIPS



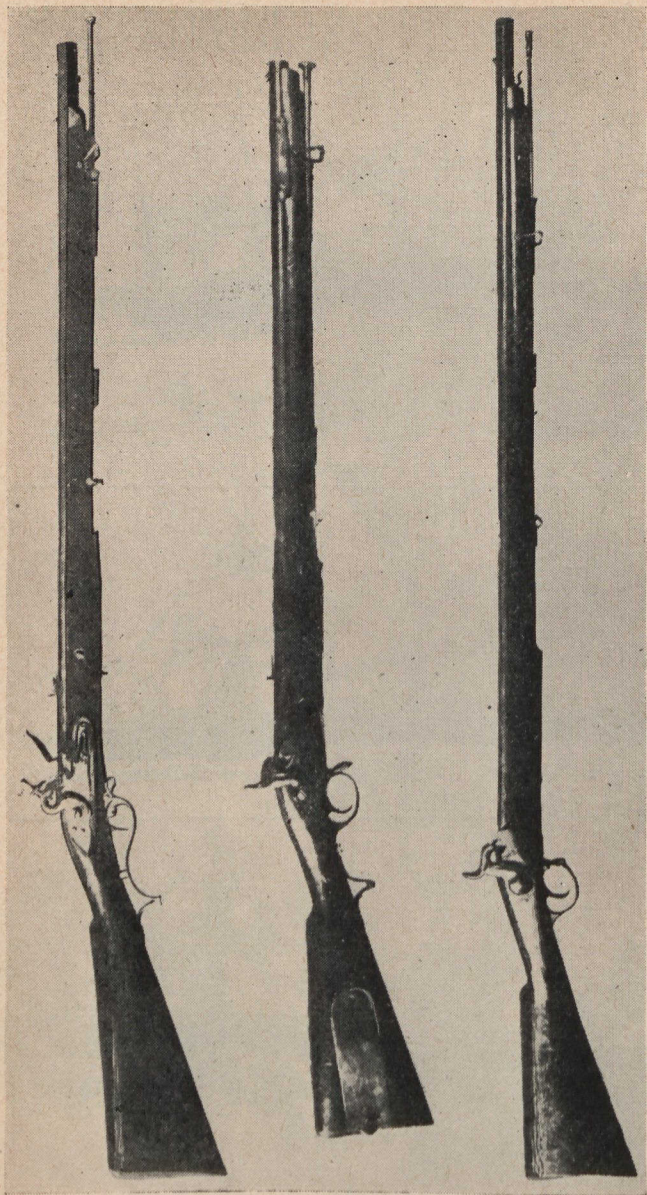
Cunard Liner "Britannia" 1840



S.S. "Persia" 1856 Iron

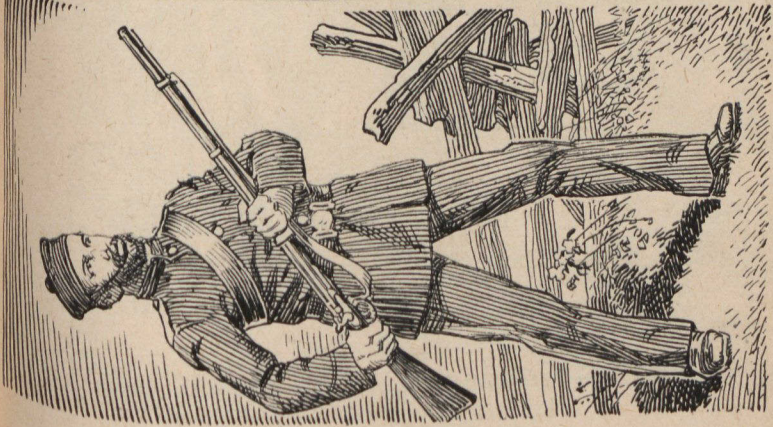


S.S. "Servia" 1881 Steel

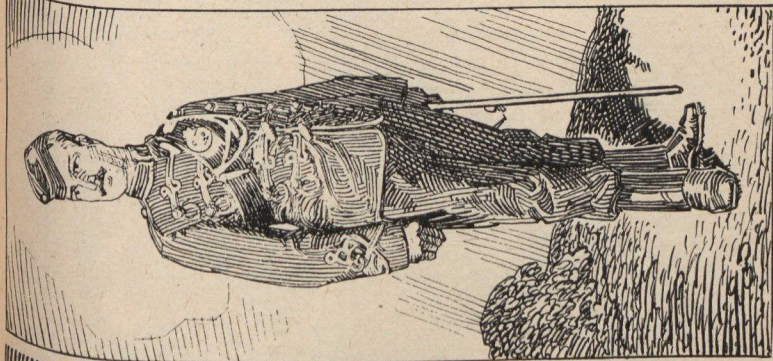


EARLY BRITISH SERVICE RIFLES

At the top is the Baker, the first British Service rifle; it was issued to the newly formed Rifle Brigade in 1800. In the middle is the Brunswick, which was issued to the 2nd Battalion Rifle Brigade about 1840. At the bottom is a muzzle-loader issued to the City of London Rifles in 1850.

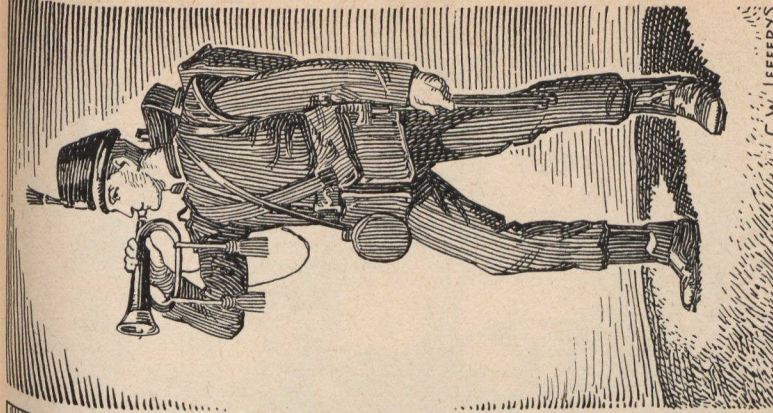


A Queen's Own Rifleman
at Ridgeway, 1866.



QUEEN'S OWN RIFLES

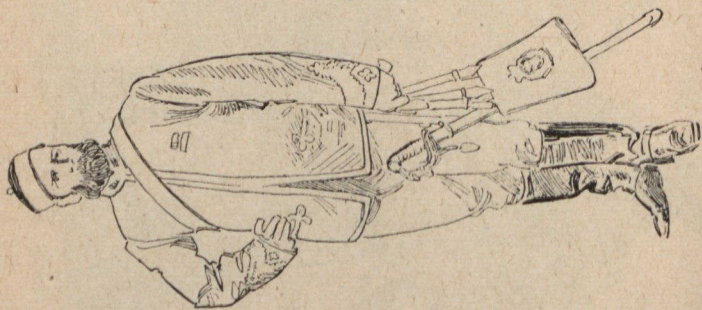
An Officer 1898.



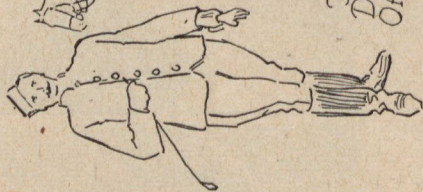
C. W. JEFFERY'S

A Bugler of the Queen's Own, 1890.

NORTHWEST MOUNTED POLICE 1874-85



Lt. Col. McLeod



Washing out Dress

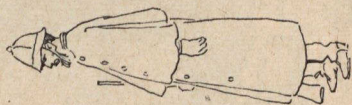
Mounted Constable



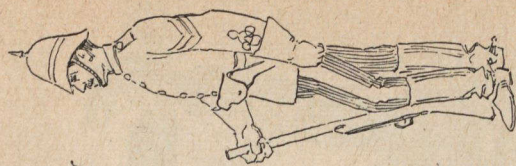
Full Dress Officer



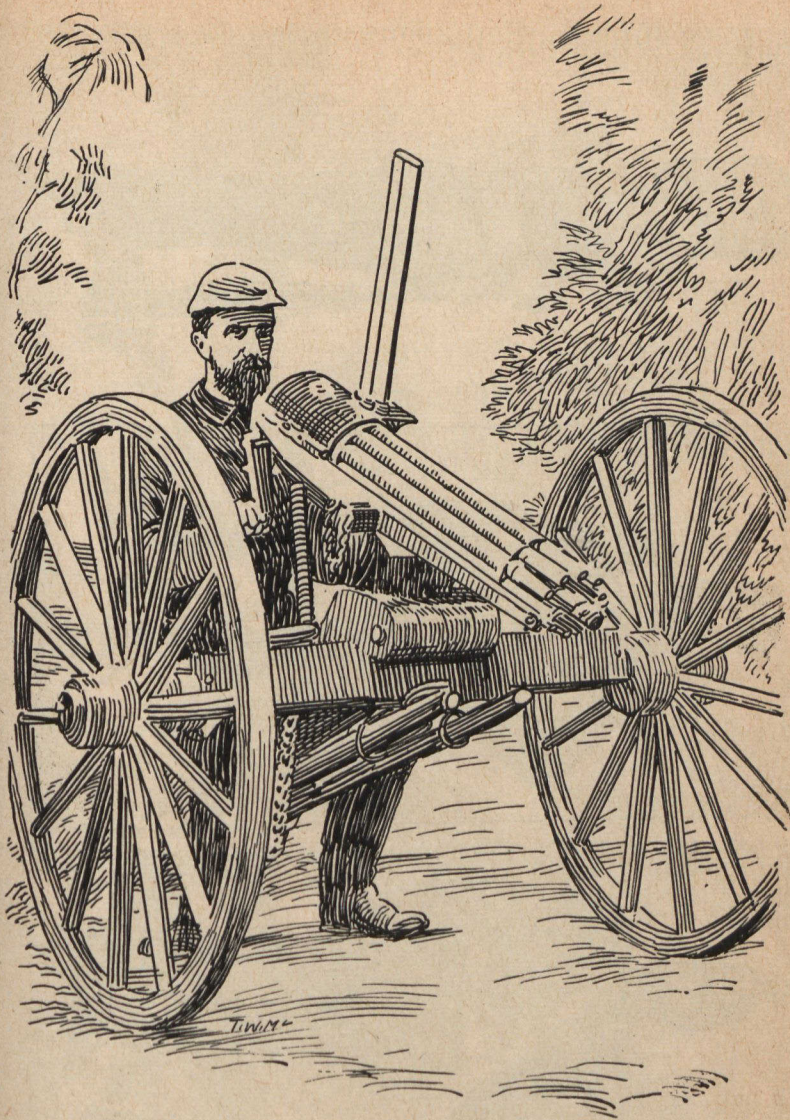
Winter Dress



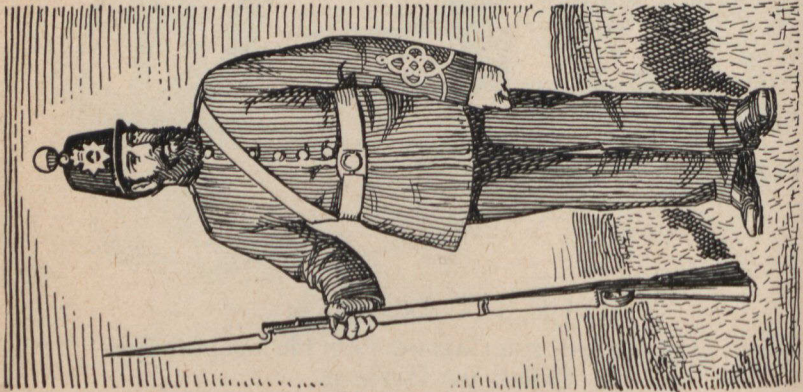
Evening Guard



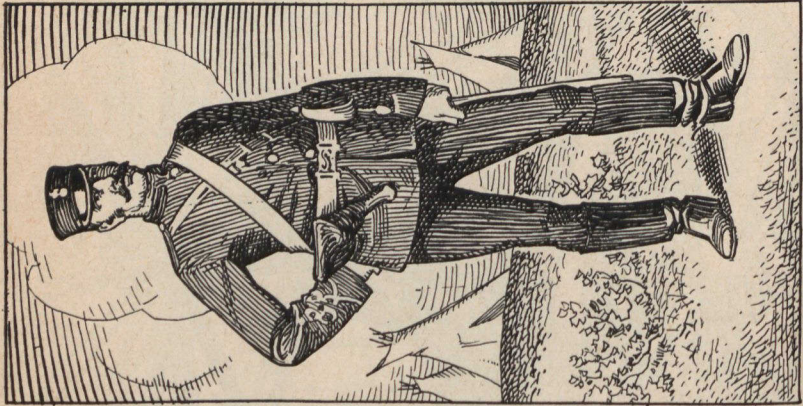
A Corporal



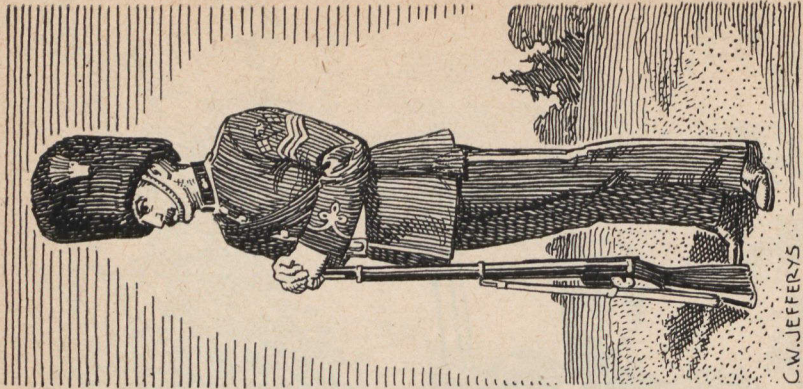
THE GATLING GUN
CAPT. HOWARD AND THE GATLING GUN HE USED AT FISH
CREEK AND BATOCHÉ
From a contemporary photograph.



A Private of the 10th Royals,
in the Fenian Raid, 1866.



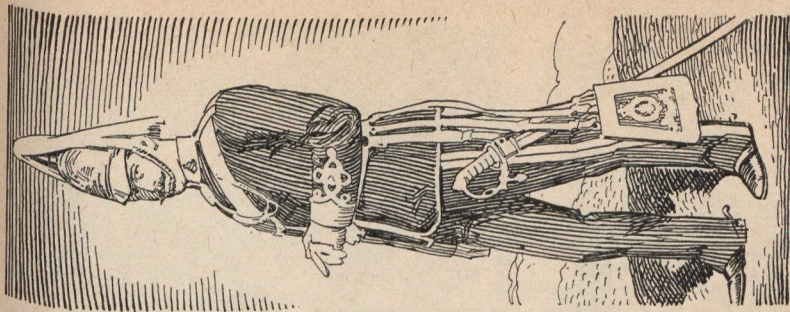
Officer of the 10th Royal Grenadiers
in the North-West Rebellion, 1865.



C.W. JEFFERY'S

Colour Sergeant of the Royal
Grenadiers, 1907.

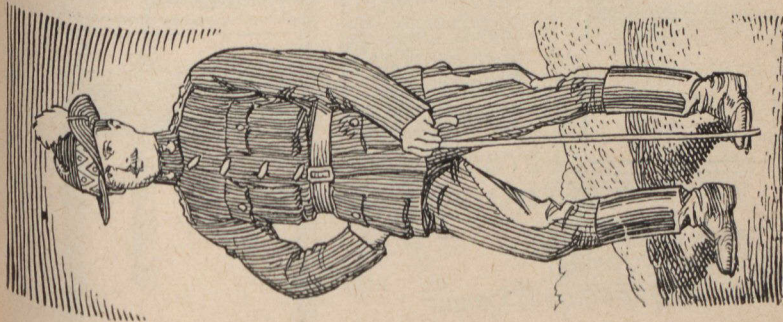
MILITIA UNIFORMS. 10TH ROYAL GRENADIERS



Cavalry Officer in Full Dress. G-G's Body Guard.

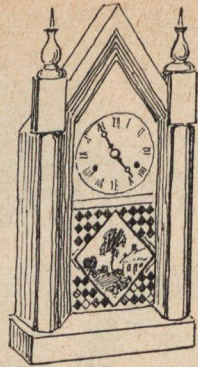
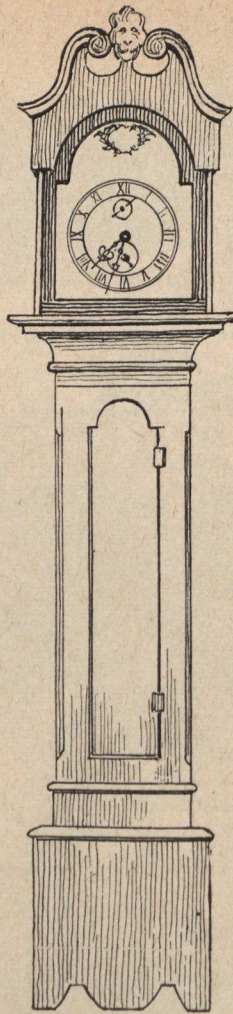
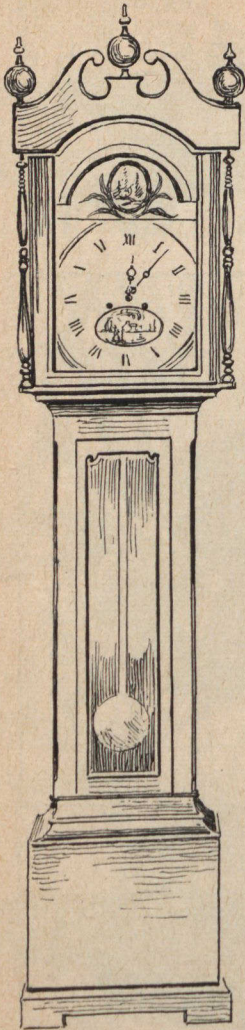


A Soldier on the Western Front in the First Great War.

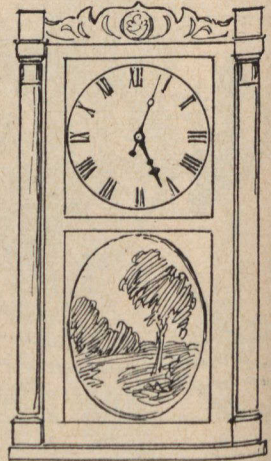


Cavalry Officer at Niagara Camp, 1905.

CLOCKS



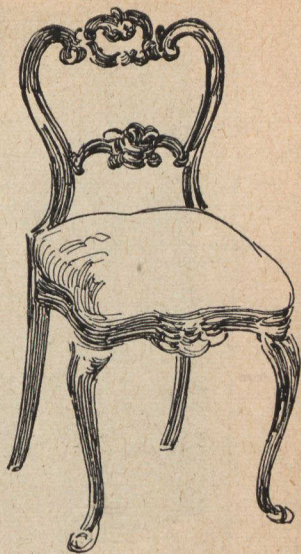
Steeple Clock



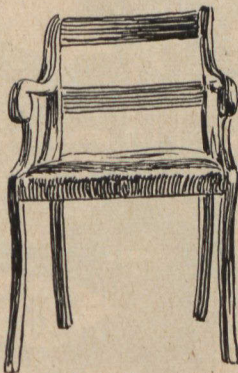
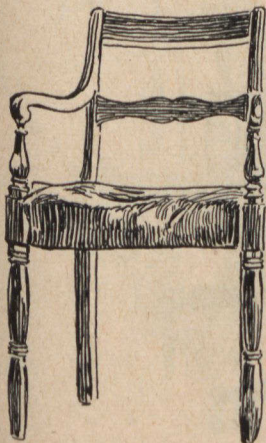
*Grandfather's
or Stand Clocks*

*Formerly owned by de
la Durantaye family,
St. Ignace, Quebec, for 175 years*

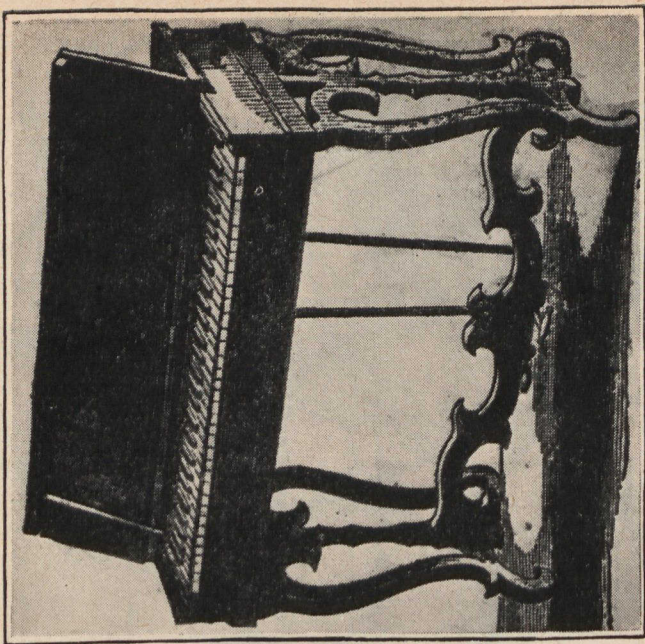
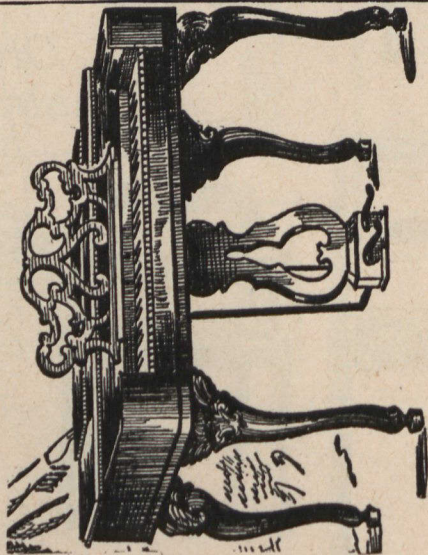
CHAIRS



Office
Chairs which
← belonged
to
Dr. W.W.
Baldwin,
now owned
by Mr. J.C.
Hamilton

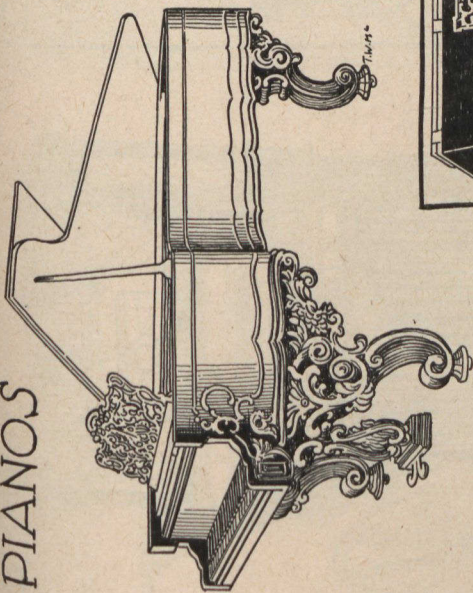


PIANOS



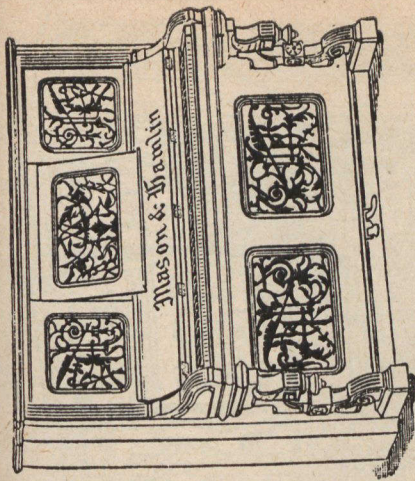
0961

PIANOS

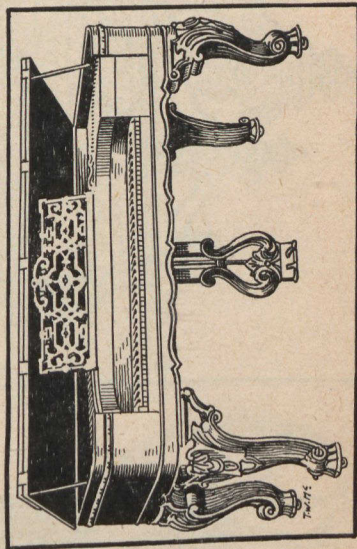


Grand

These pianos show
the styles in fashion
about 1880-90

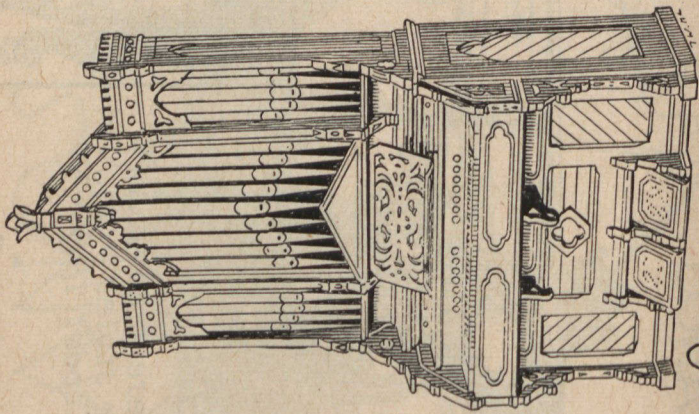


Upright

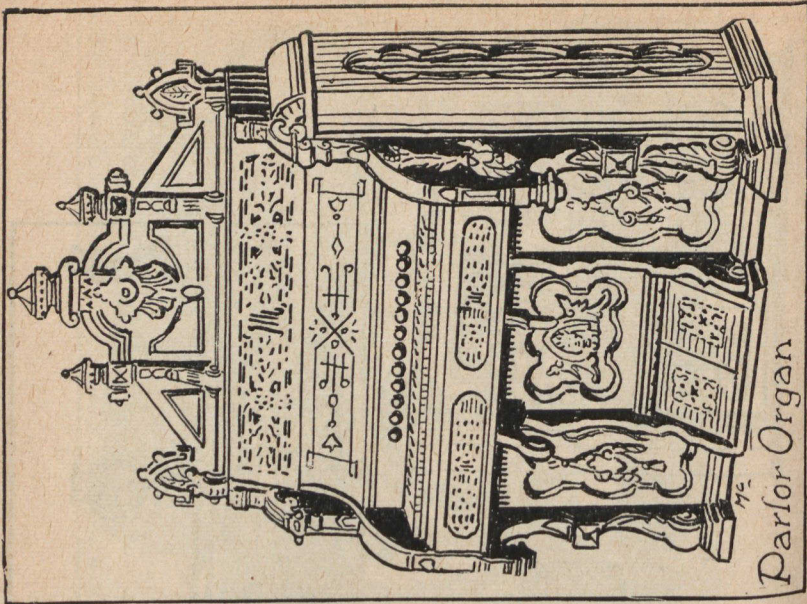


Square

ORGANS

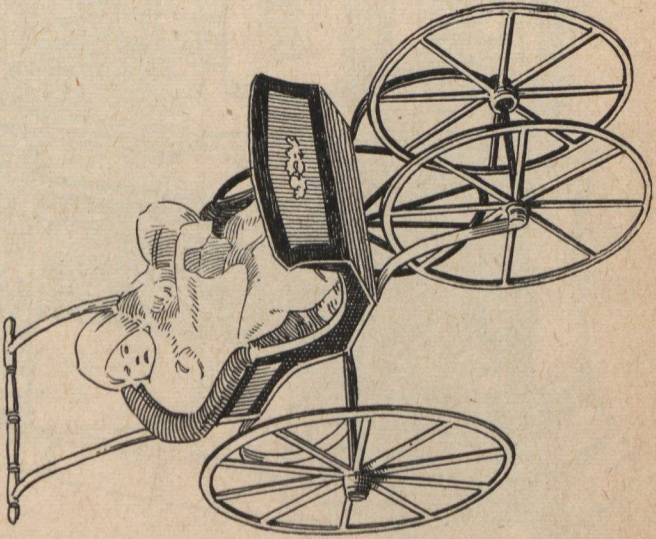


Pipe Organ

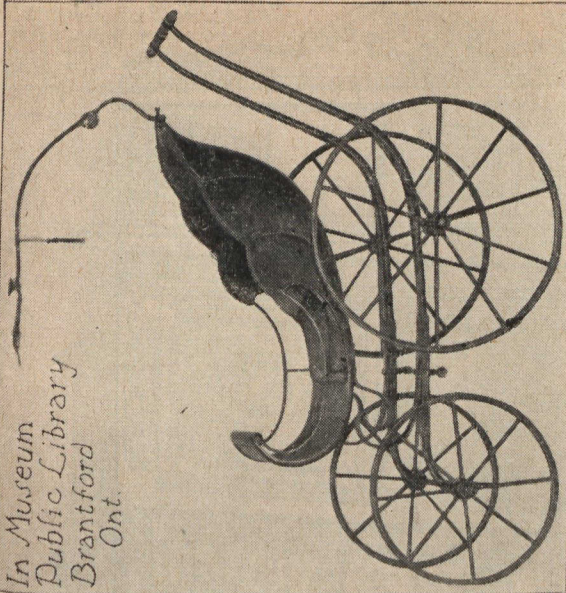


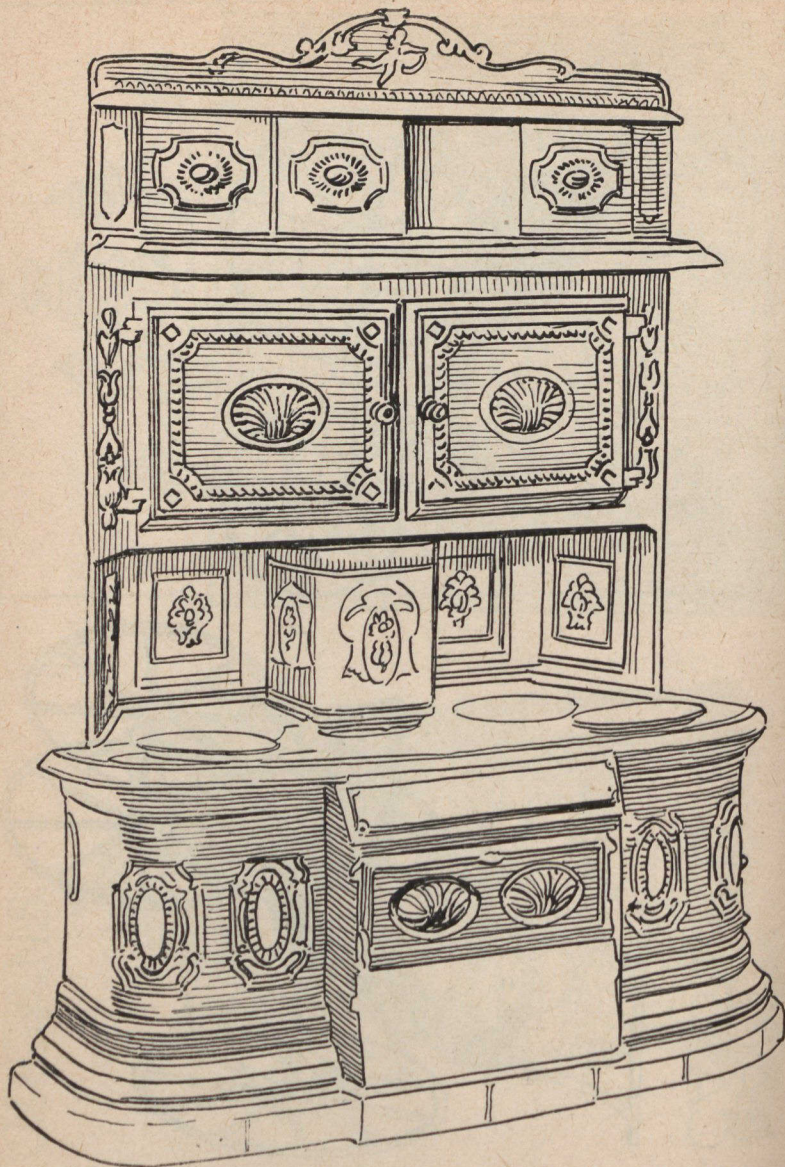
Parlor Organ

BABY CARRIAGES



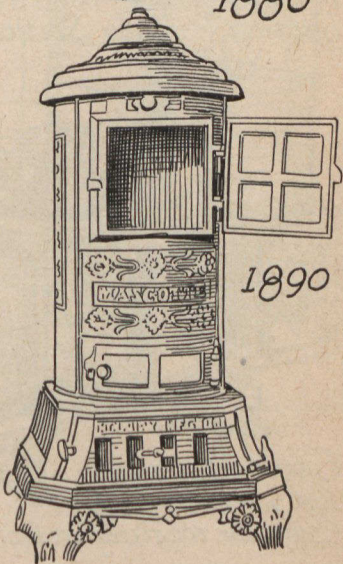
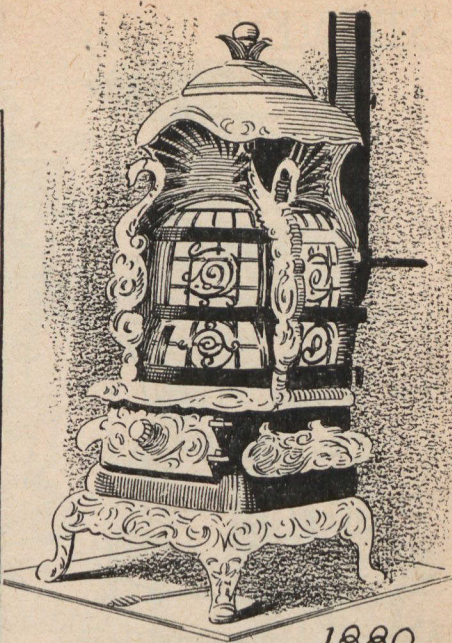
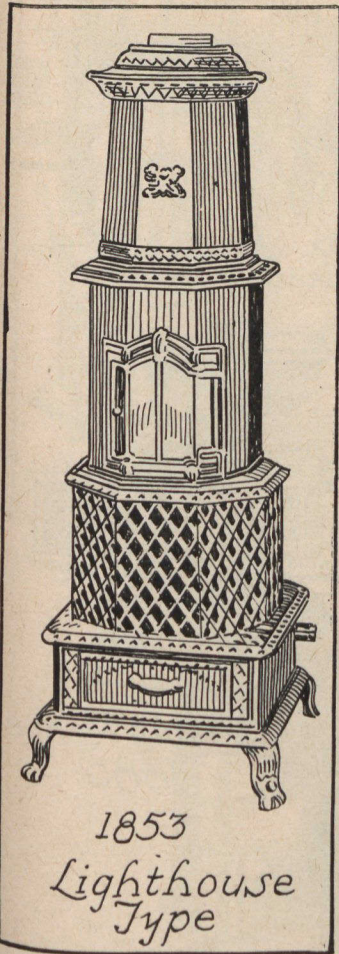
In Museum
Public Library
Brantford
Ont.



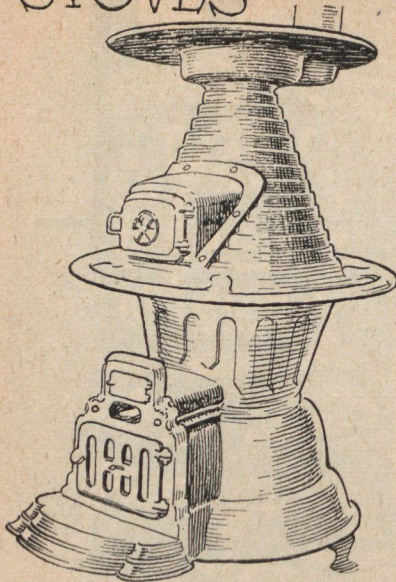


COOKING STOVE INSTALLED IN DUNDURN CASTLE,
HAMILTON, ONT.

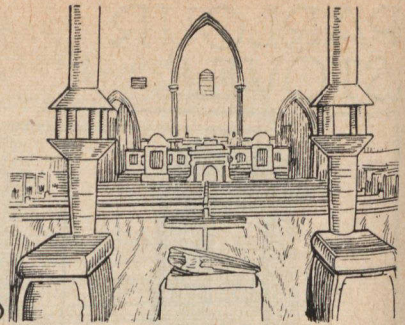
PARLOUR STOVES



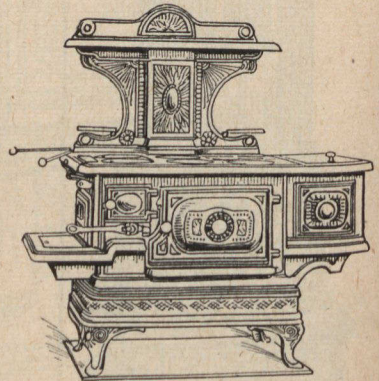
STOVES



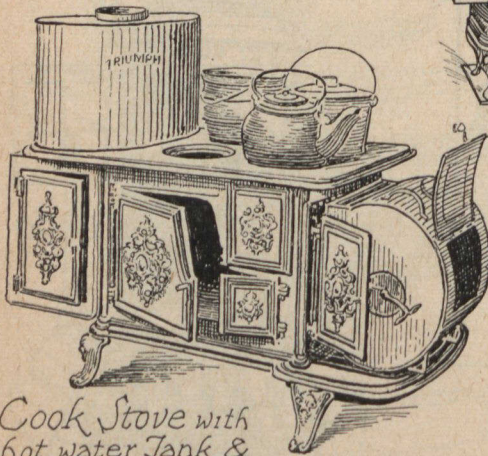
Round Stove used for heating Railway Stations



Box Stoves used for heating Church

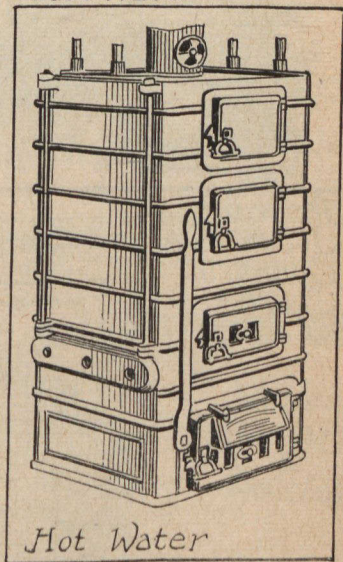
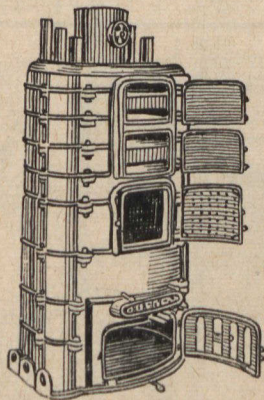
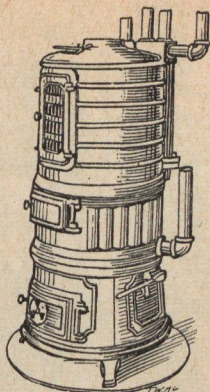
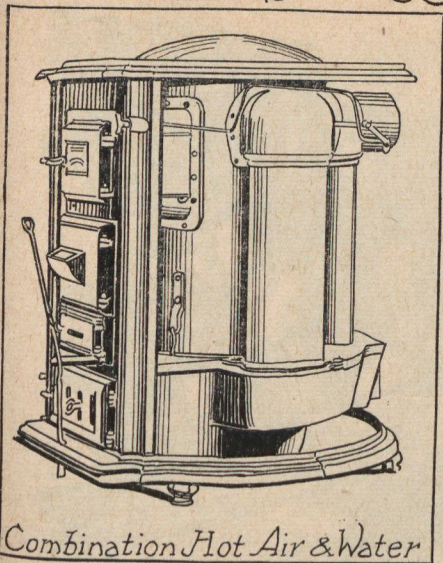


Cooking Range
1885

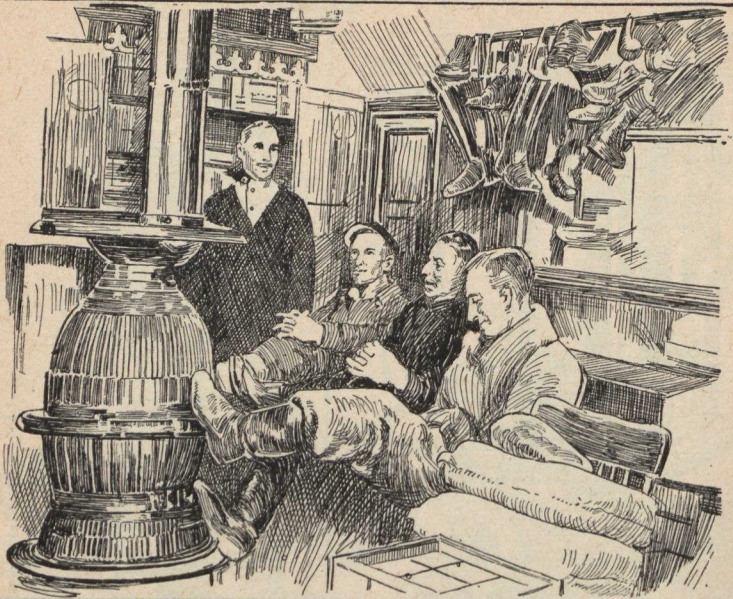


Cook Stove with hot water Tank & Oven for roasting in front 1862

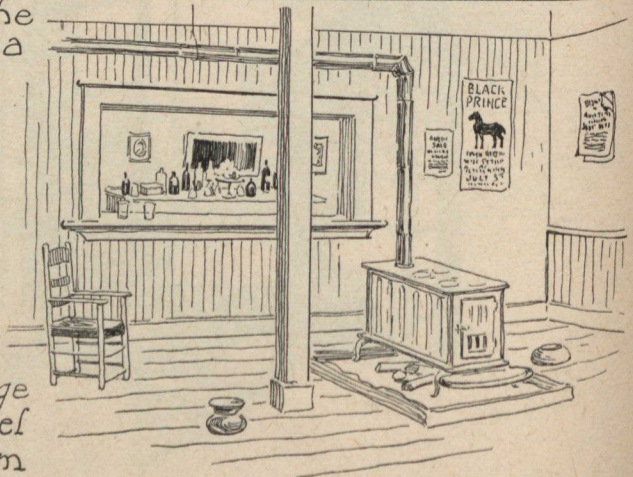
HEATERS 1889



STORE and HOTEL STOVES

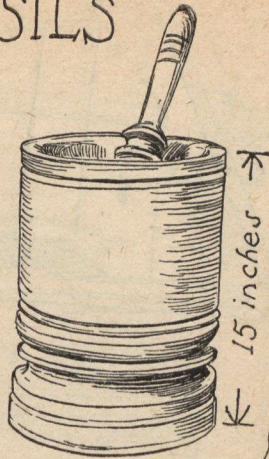
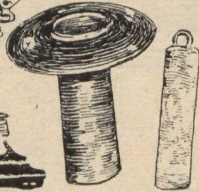


*Round the
Stove in a
Country
Store*

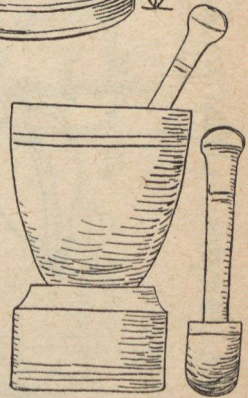


*Village
Hotel
Bar Room*

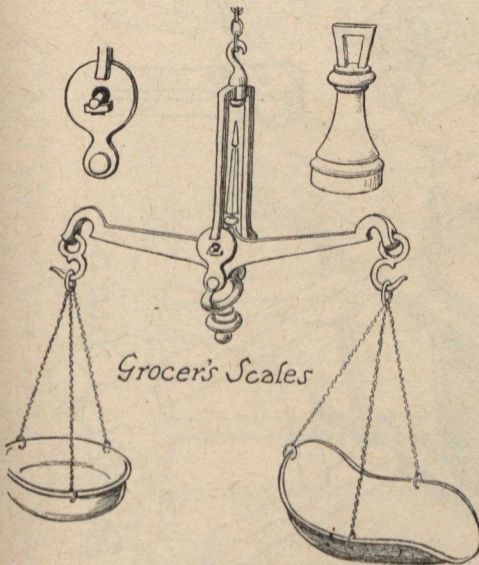
UTENSILS



*Coffee Urn. The heated iron slug was inserted in the metal sheath to keep the contents hot
Courtesy of W.A. Davidson, Dundas, Ont.*



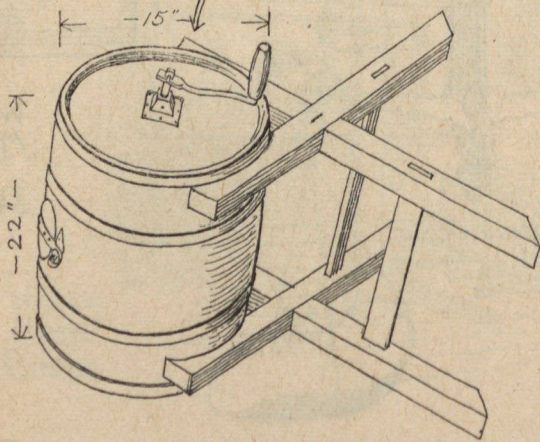
*Wooden
Mortars
&
Pestles*



Grocer's Scales

CHURNS

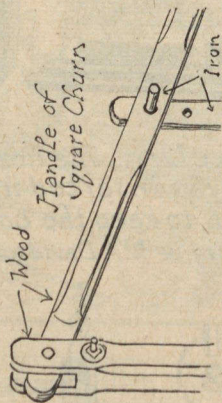
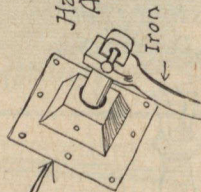
In Temple, Sharon, Ont.



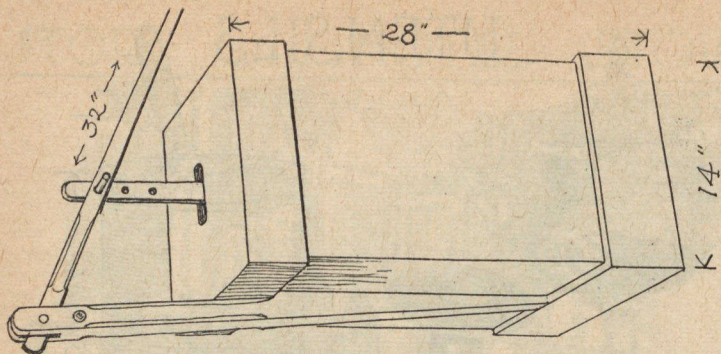
Lid of Churn



Handle Attachment

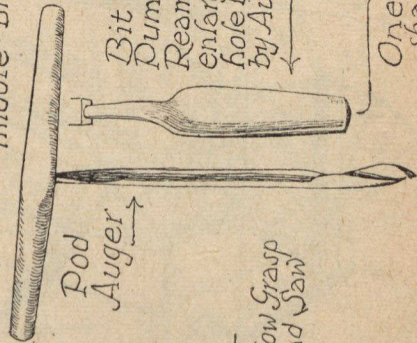
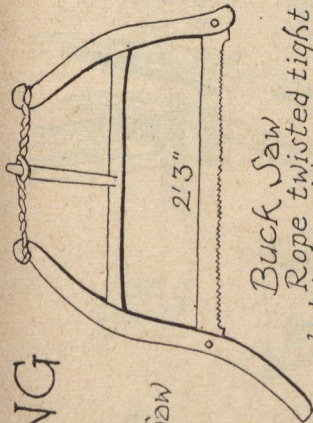
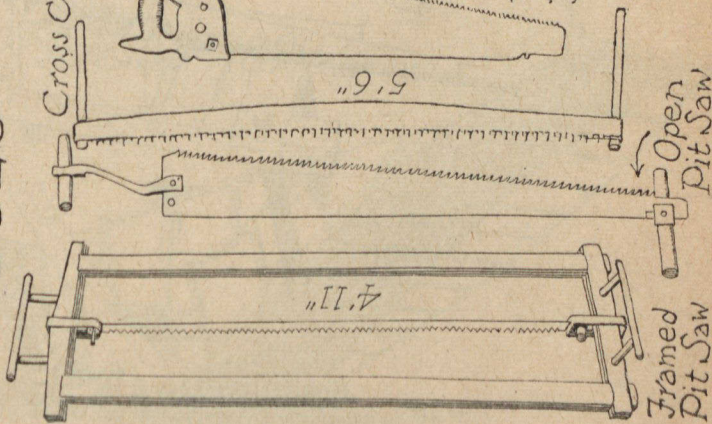


Handle of Square Churn



Square Churn

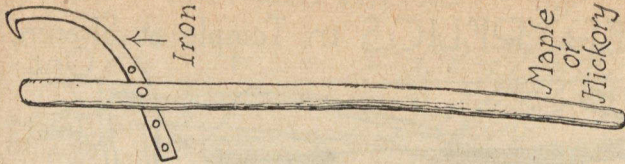
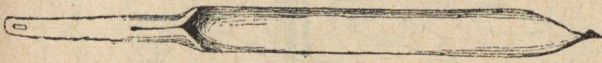
WOOD-WORKING TOOLS



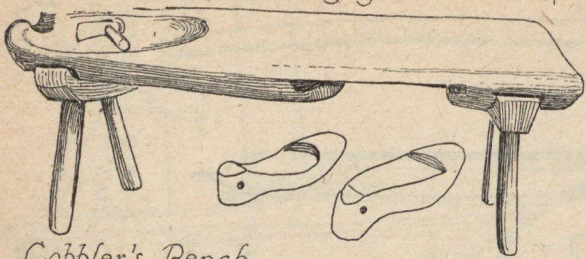
Bit of Dump Reamer for enlarging hole bored by Auger

One edge sharp

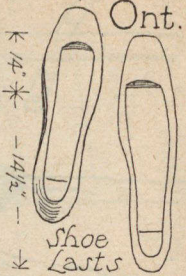
Dump Auger



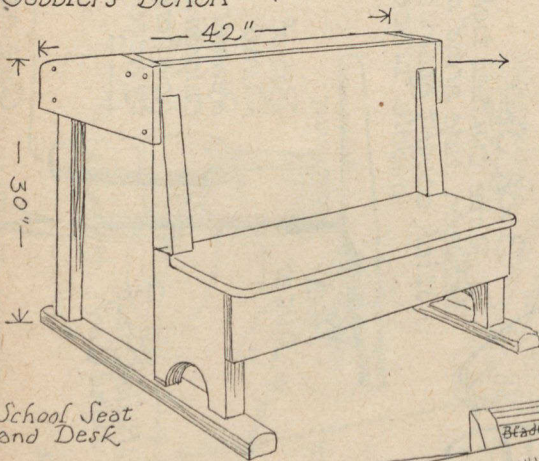
PIONEER RELICS in Temple at Sharon, Ont.



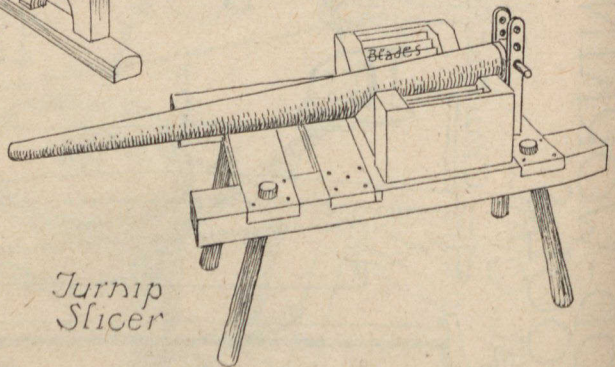
Cobbler's Bench



Shoe Lasts

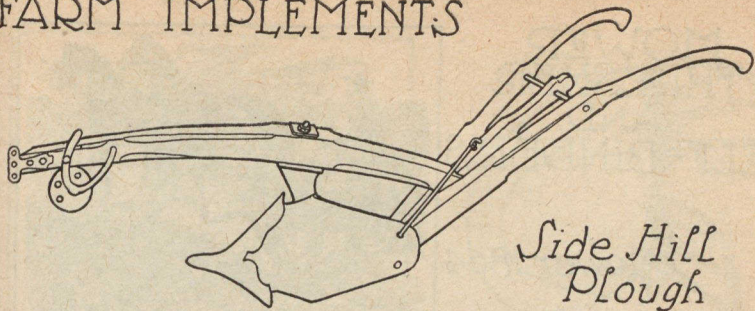


School Seat and Desk

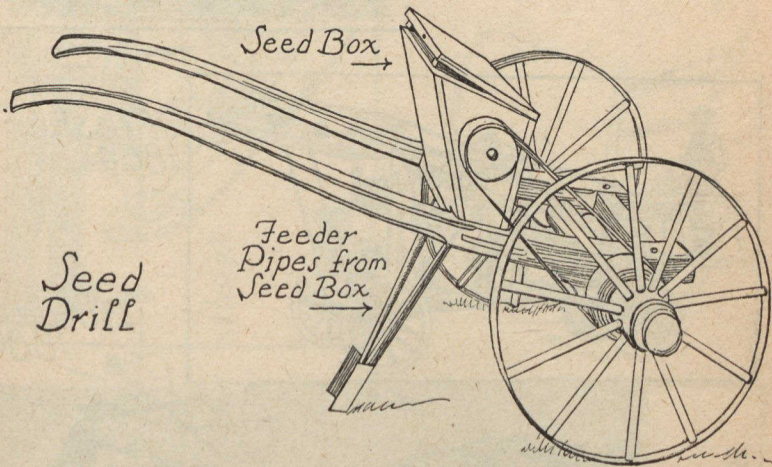


Turnip Slicer

FARM IMPLEMENTS



Side Hill
Plough

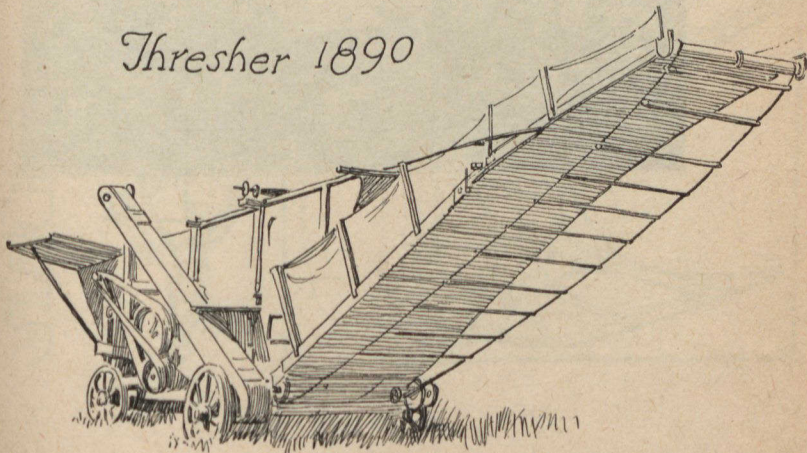


Seed
Drill

Seed Box

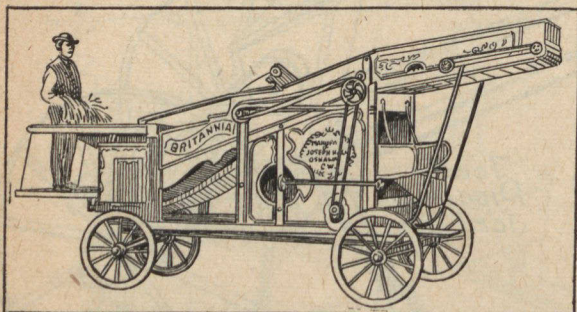
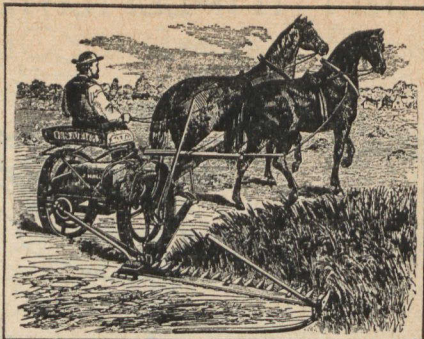
Feeder
Pipes from
Seed Box

Thresher 1890



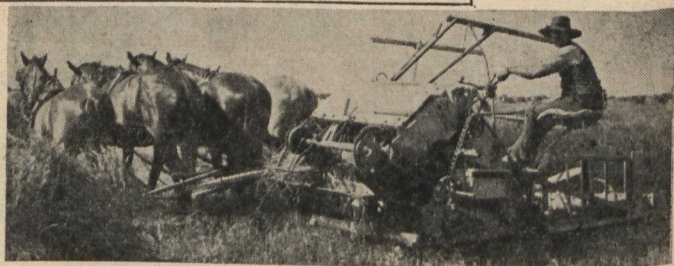
MOWER THRESHER AND SELF-BINDERS

Mower 1864

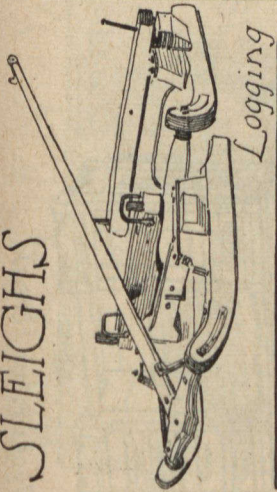


*Thresher
1864*

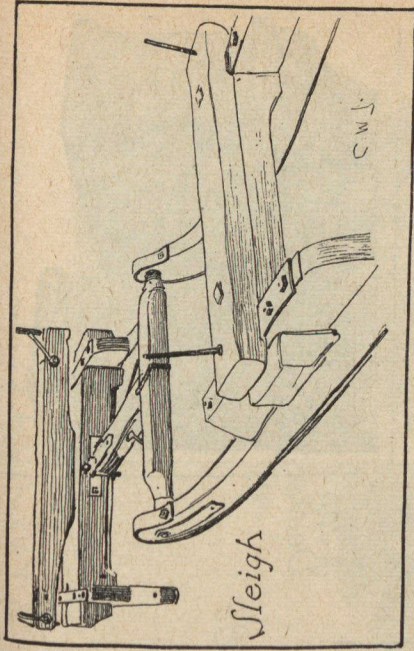
*Binder
1880*



SLEIGHS

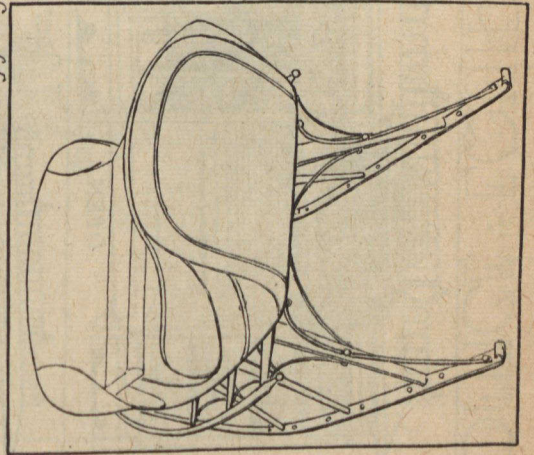
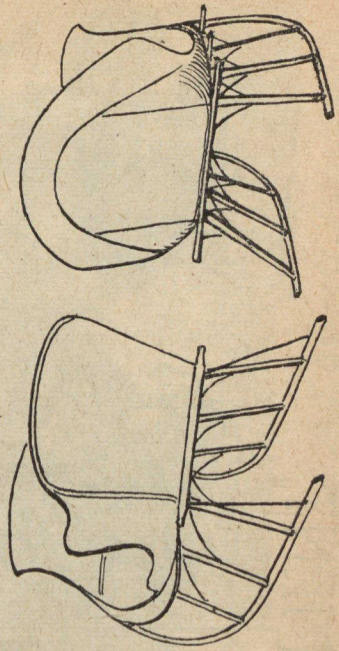


Logging

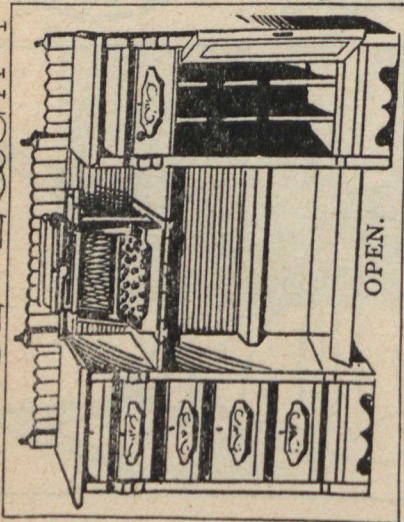


Sleigh

C.W.J.



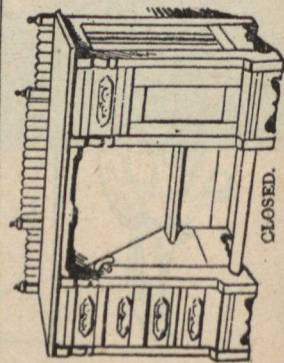
OFFICE EQUIPMENT



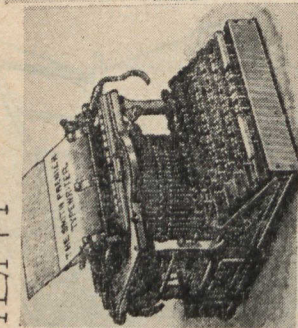
↑ Open

1889

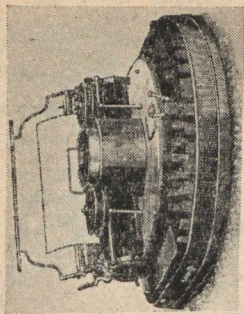
↓ Closed



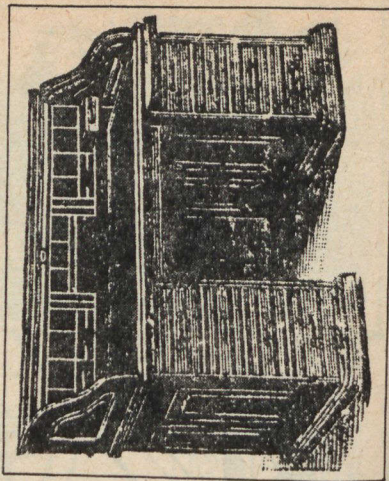
Typewriter Desk



Smith Premier Typewriter

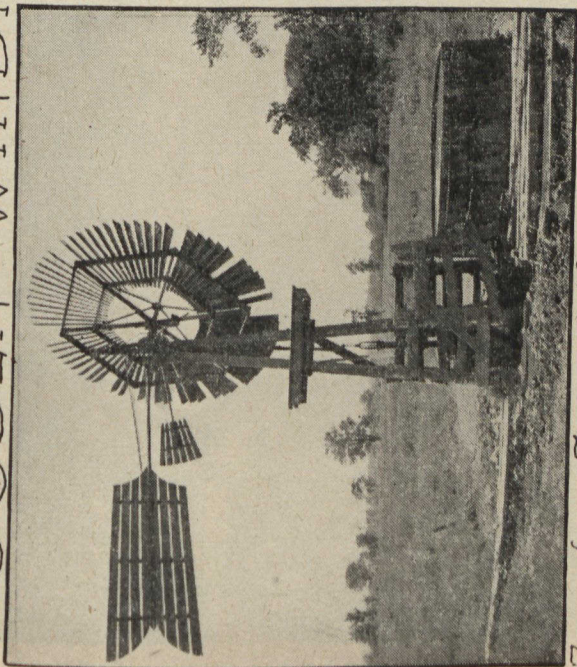


Hammond Typewriter

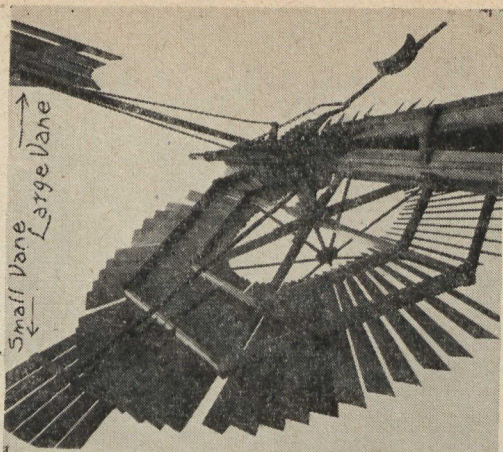


Roll Top Desk

WOODEN WINDMILL



Formerly on Farm north of Brigiden,
Moore Township, Lambton County,
Ont.



The Windmill was put out of
gear by pulling large vane
parallel with wheel. Small
vane regulated speed accord-
ing to velocity of wind.

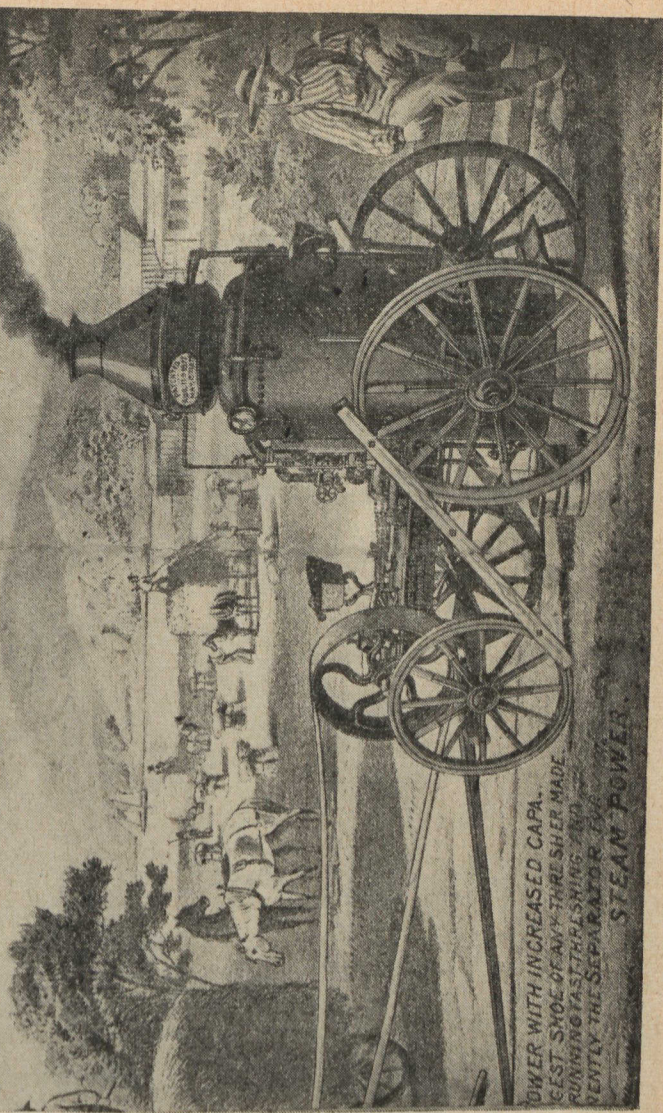
Photos & Information by courtesy of A. J. Garrett, Lucan, Ont



BUILT EXPRESSLY FOR STEAM
CITY THROUGHOUT. HAS THE
UNRIVALLED FOR SMOOTHNESS
PERFECT CLEANING, AND IS PREPARED

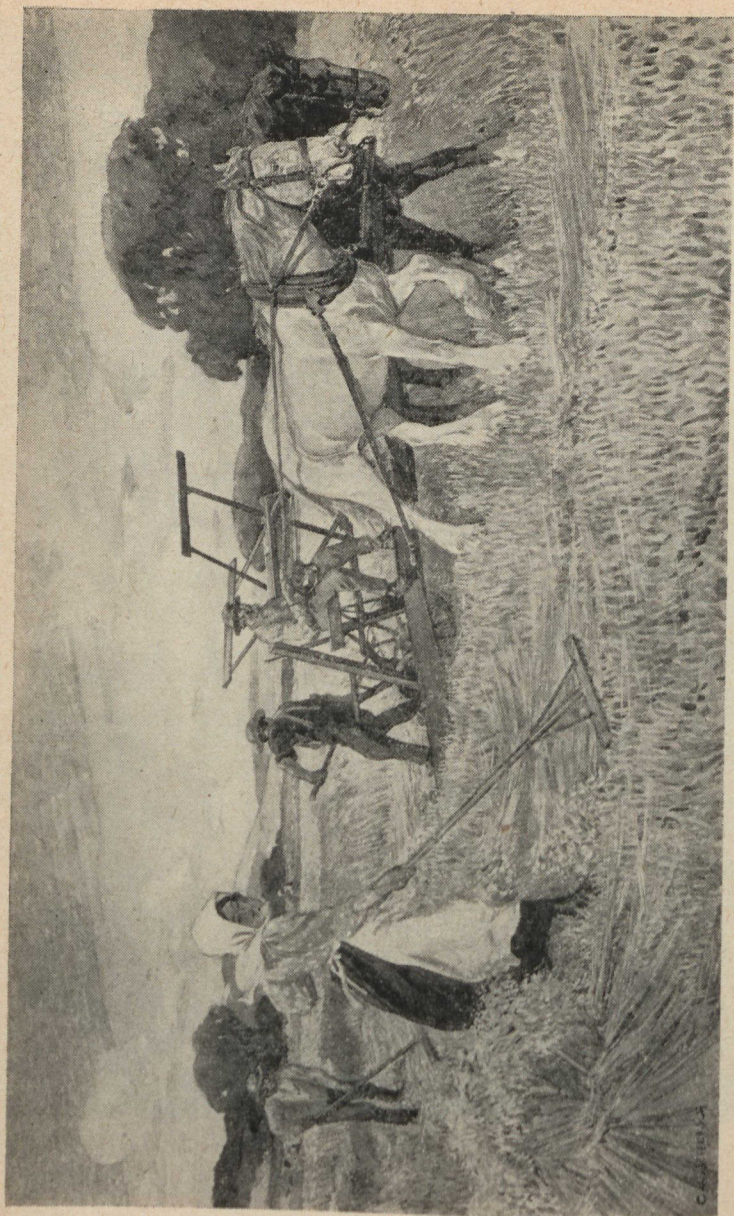
LITHOGRAPH ADVERTISING STEAM THRESHING OUTFIT

NEW END SHAKE CLIMAX THRESHER
DRIVEN BY THE CELEBRATED CHAMPION,
FIRE PROOF AGRICULTURAL ENGINE.

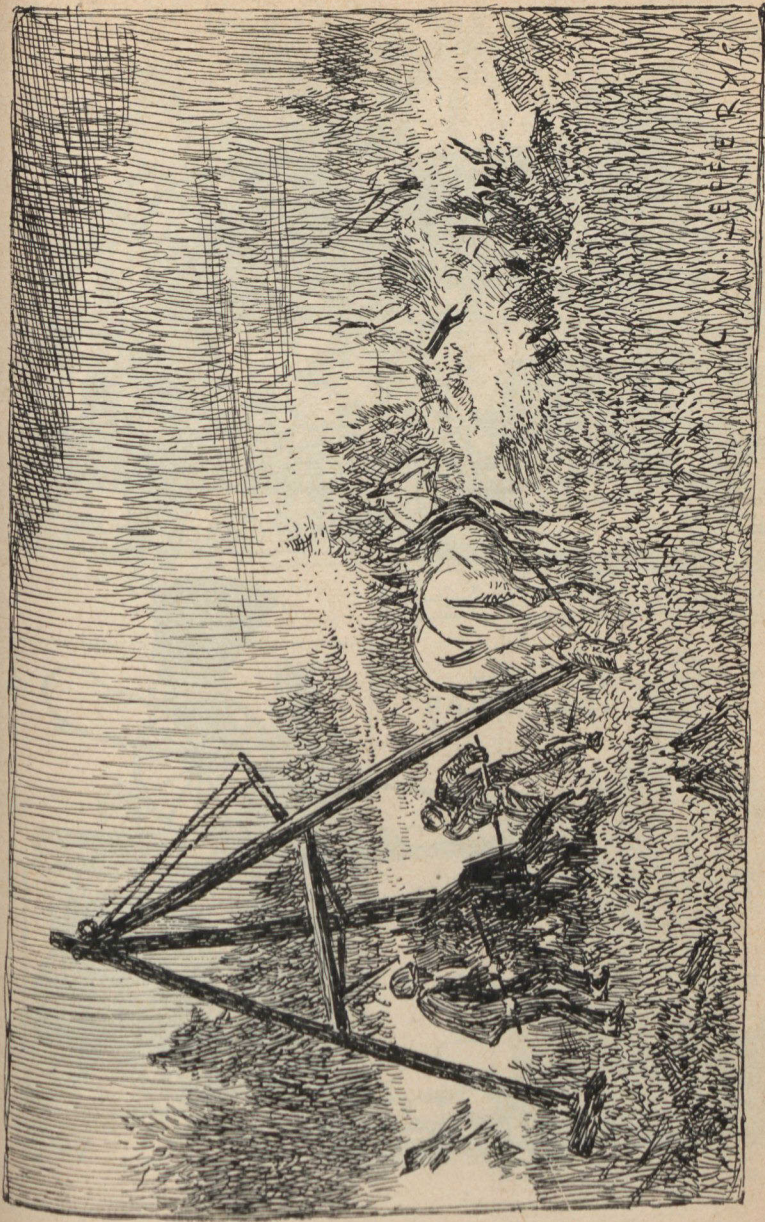


POWER WITH INCREASED CAPACITY.
BEST SHOES OF ANY THRESHER MADE
RUNNING FAST THRASHING AND
VENTILATING THE SEPARATOR FOR
STEAM POWER.

SHOWING THRESHER AND PORTABLE ENGINE



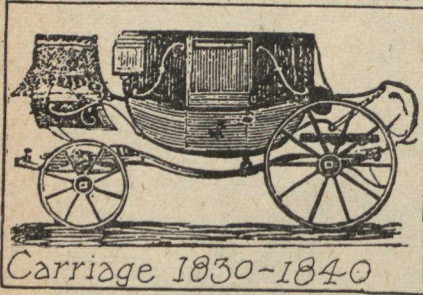
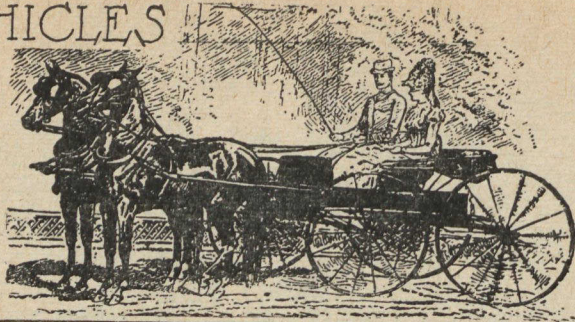
REAPER



C. W. LEFFERS

PULLING STUMPS AND CLEARING LAND, 1880-1890

VEHICLES

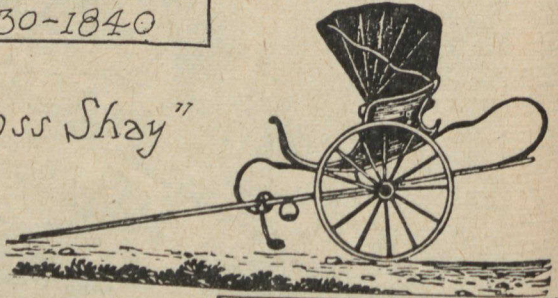


Carriage 1830-1840



Stage Coach 1840

"One Hoss Shay"



Coach and Four 1845



1845

VICTORIAN COSTUMES



Hudson's Bay Co.
Trader & his wife.

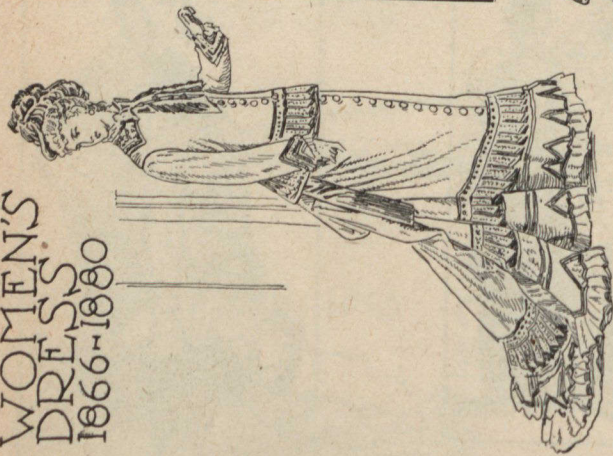


1897

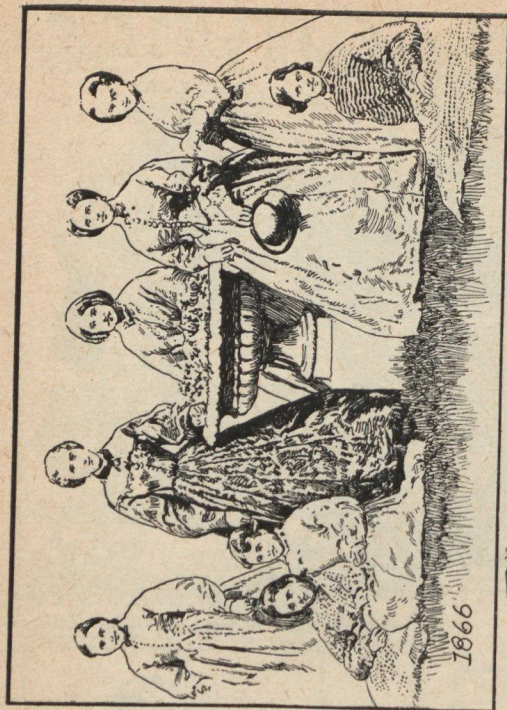


1876

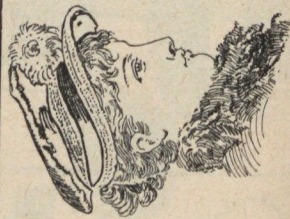
WOMEN'S
DRESSES
1866-1880



1877



1866

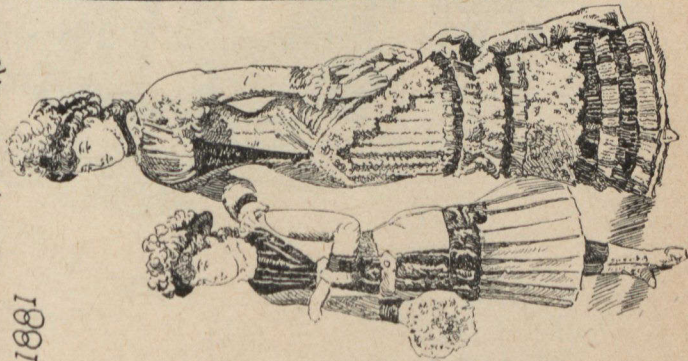


1880

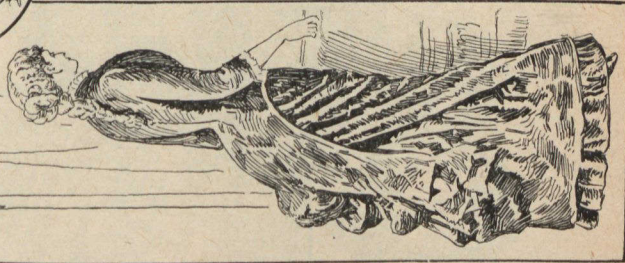


FASHIONS OF
the EIGHTIES

1881

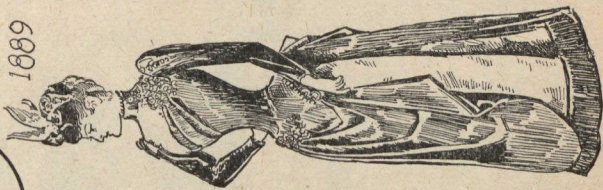


1882

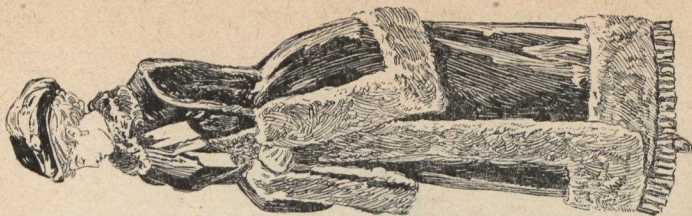


Flower
Dot
Hat
1884

1889



1883





MID-VICTORIAN COSTUMES

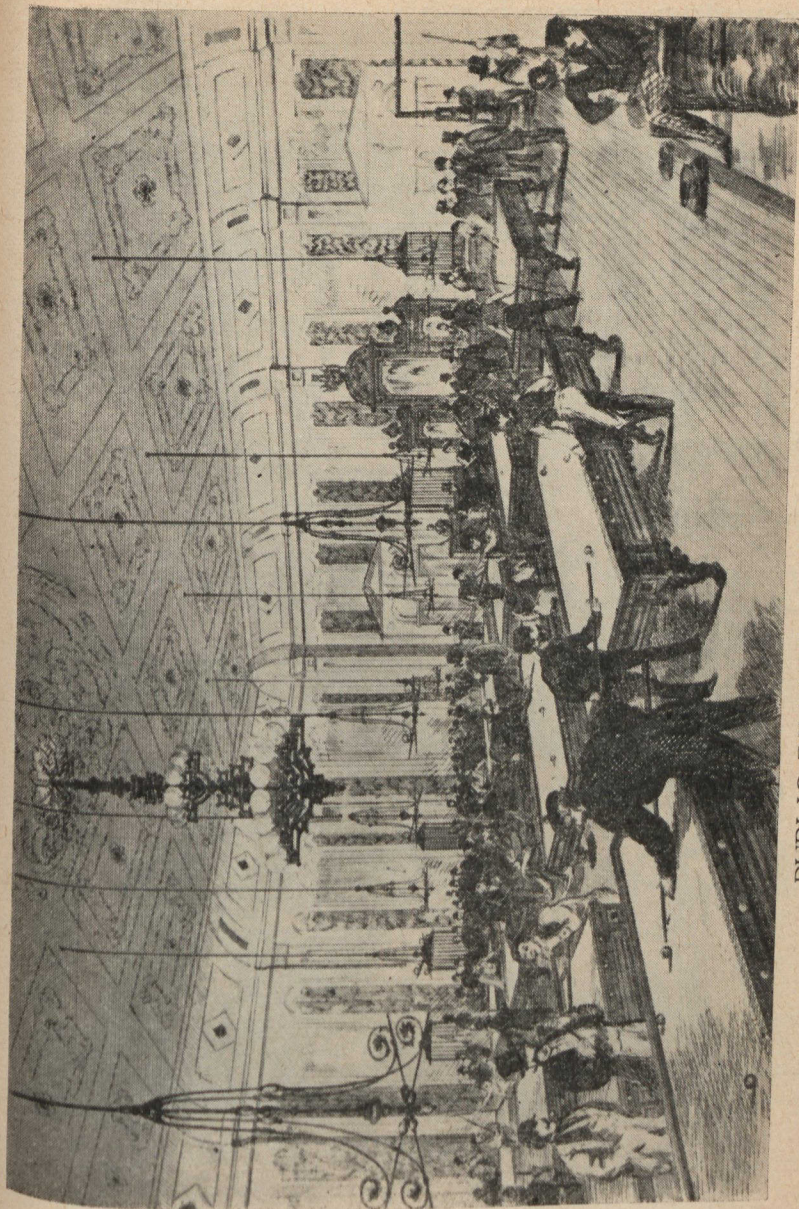


C.W. Jefferys

A STROLL IN
MOSS PARK
1876



BATHING AT MURRAY BAY, 1871



PUBLIC BILLIARD HALL, MONTREAL

From a photograph by Notman.

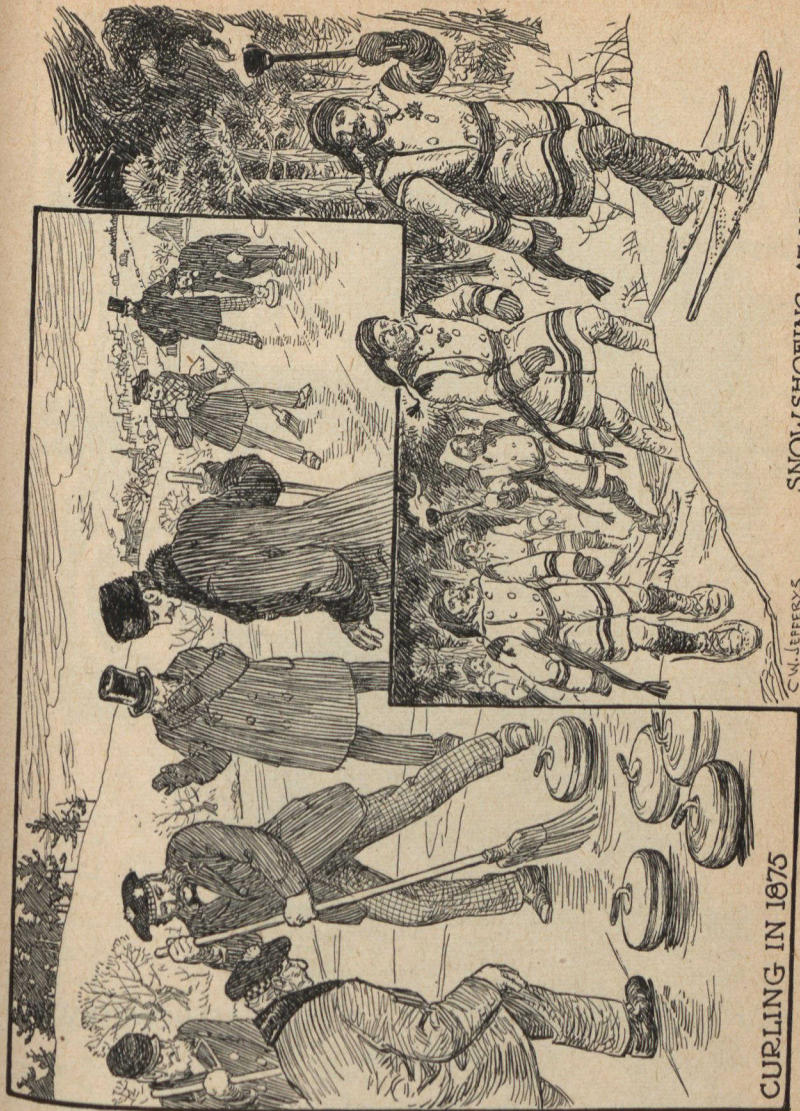
WINTER SPORTS



*Snowshoeing
in
1881*



*Tobogganing
From drawing by Henri Julien*



CURLING IN 1875

SNOWSHOEING AT NIGHT IN 1890

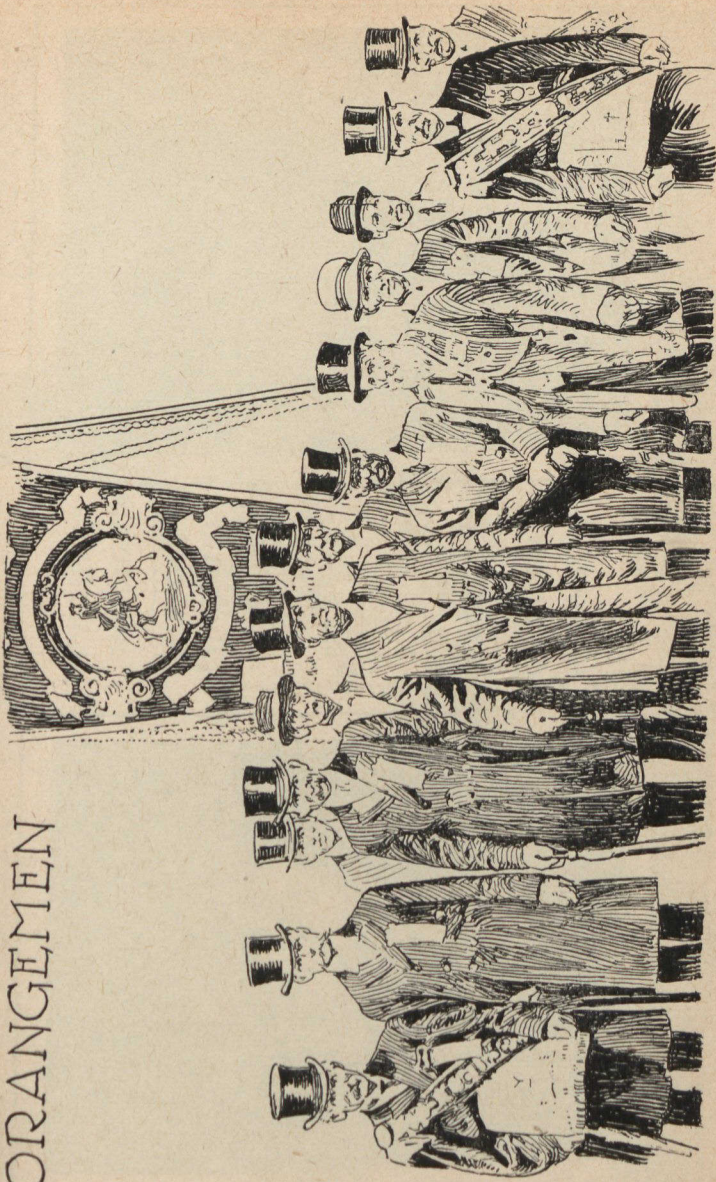
C.W. JEFFERYS



MAKING MAPLE SUGAR IN THE OLD-FASHIONED WAY

From contemporary photographs.

ORANGEMEN



WOMEN FOUNDERS

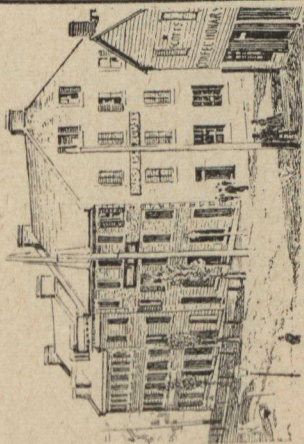


Mrs.
Clementina
Ferrenden
Empire
Day

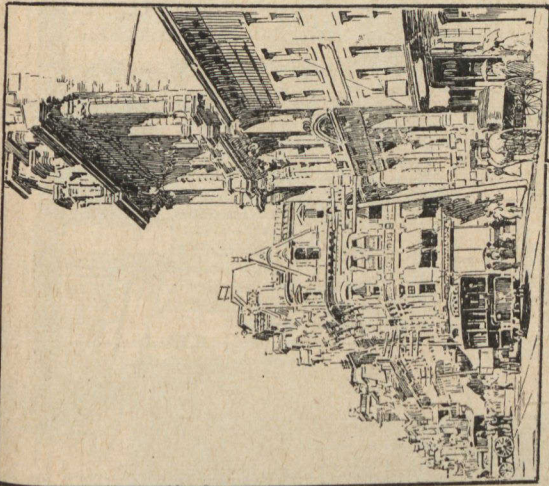


Mrs.
Adelaide
Hoodless
Women's
Institutes

CITY STREETS
IN ONTARIO

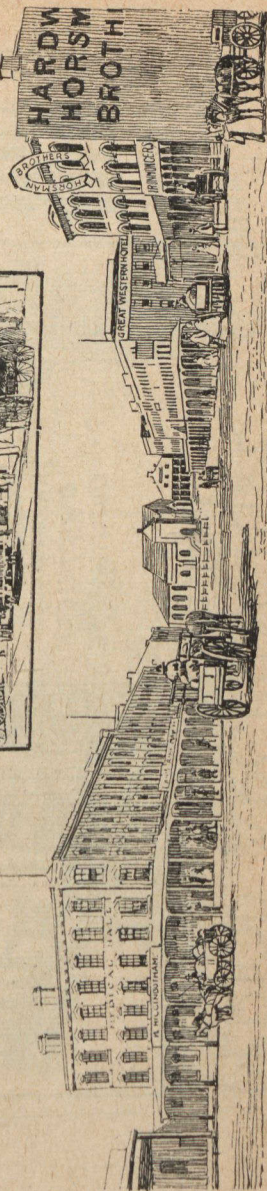


Sparks & Elgin Streets
Ottawa 1865



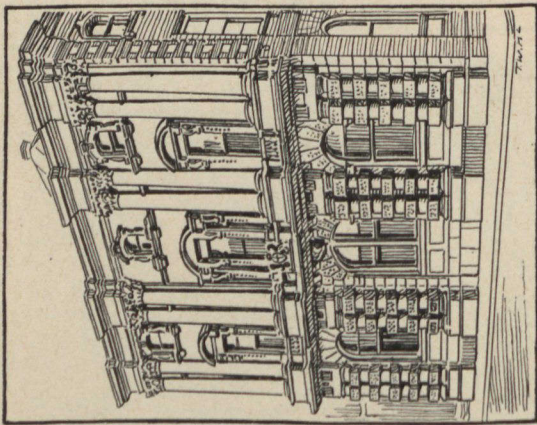
King & Yonge
Streets
Toronto about
1890

Wyndham Street
Guelph
Canada West
1865



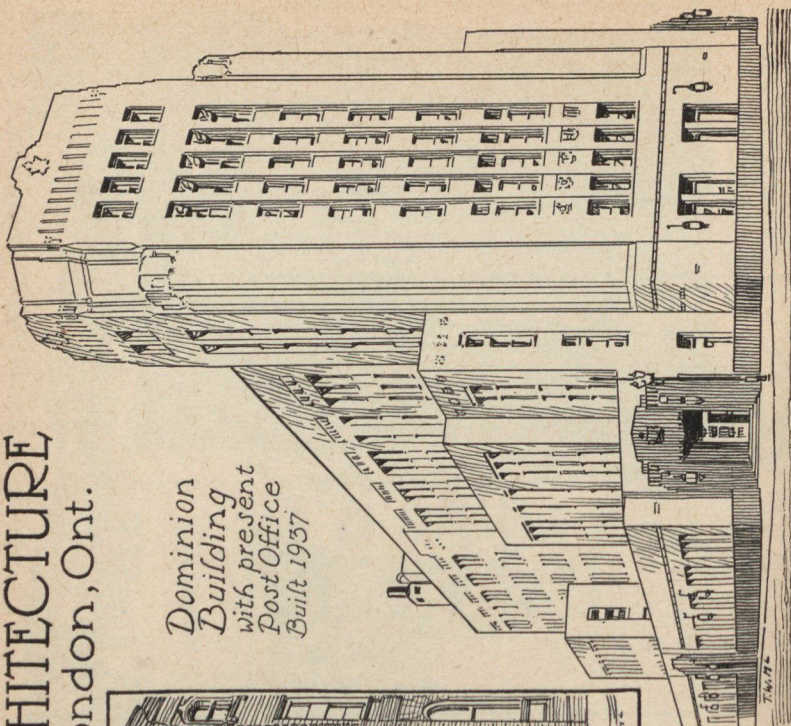
PERIOD ARCHITECTURE

A Contrast in London, Ont.



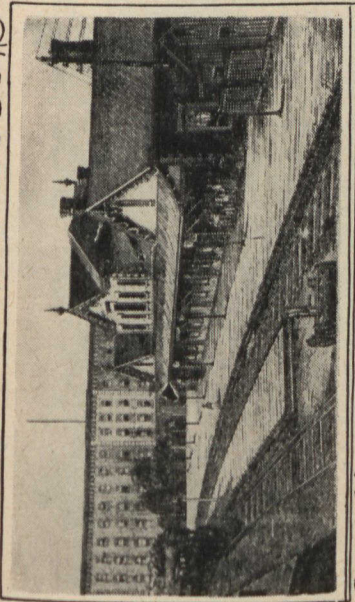
*Former Post Office, on
opposite corner, built
1858-60*

*Dominion
Building
with present
Post Office
Built 1937*

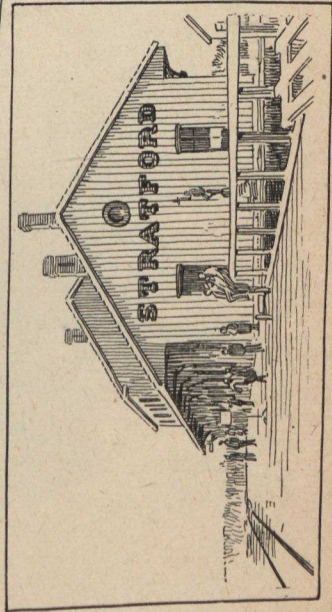


Courtesy of London Free Press

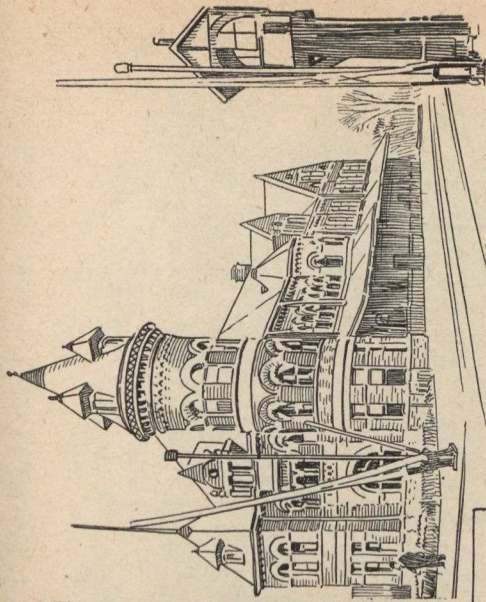
RAILWAY STATIONS



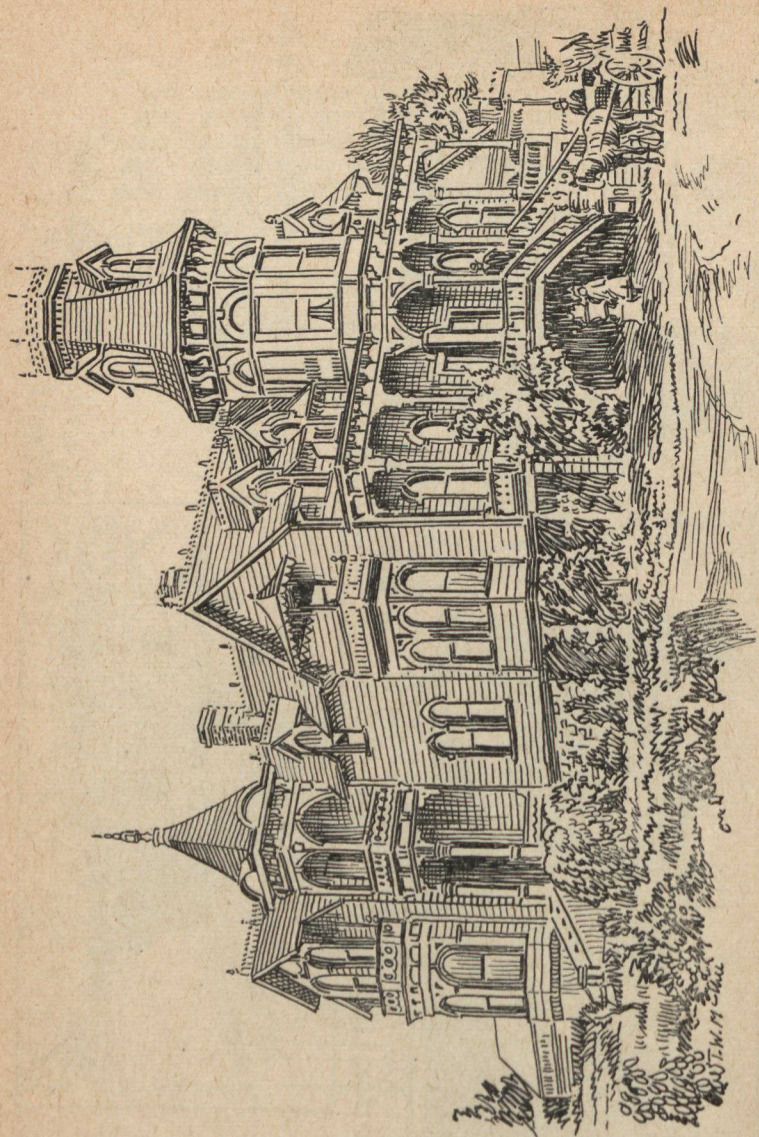
Great Western Railway Station
London, Ont.



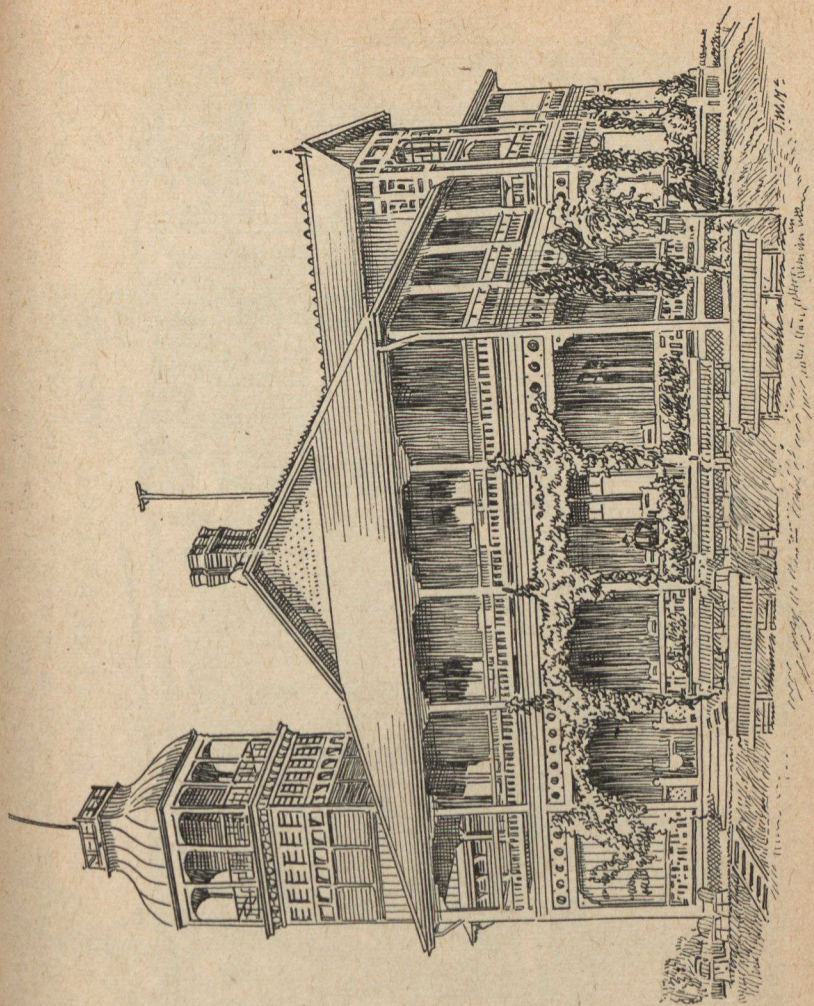
Grand Trunk Station,
Stratford, Ont.



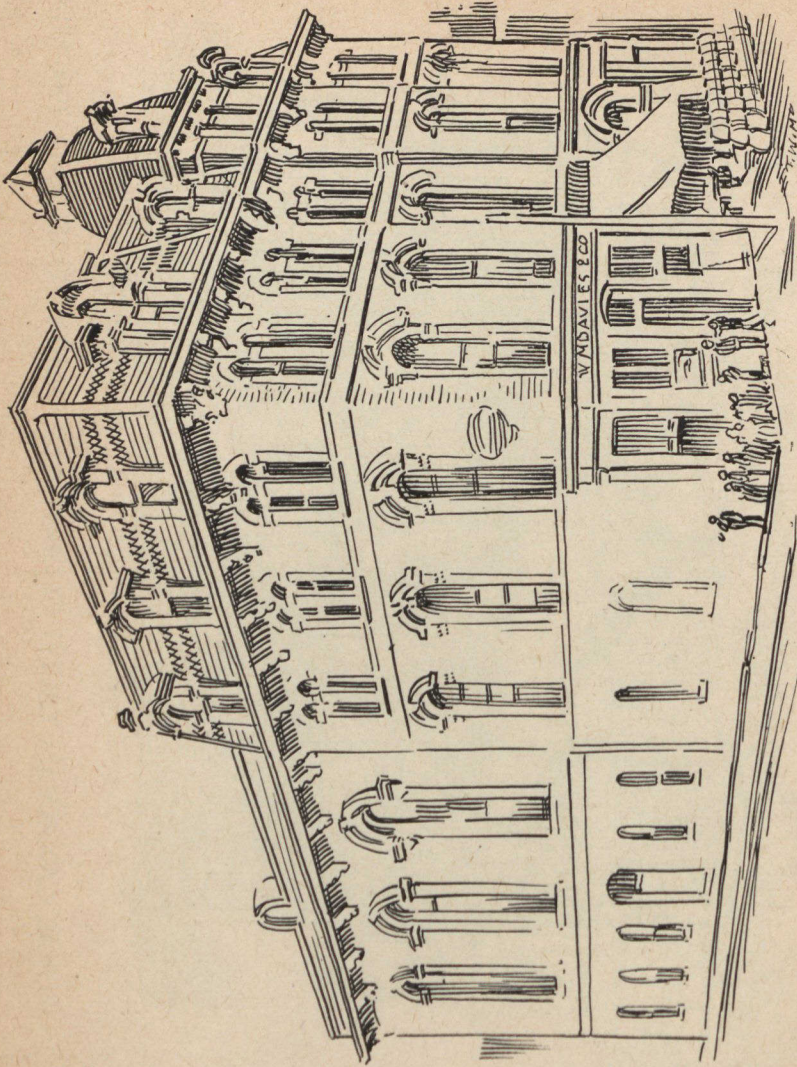
Toronto, Hamilton & Buffalo
Station, James Street,
Hamilton, Ont.
1891



AN EXAMPLE OF FRET SAW ARCHITECTURE IN THE NINETIES

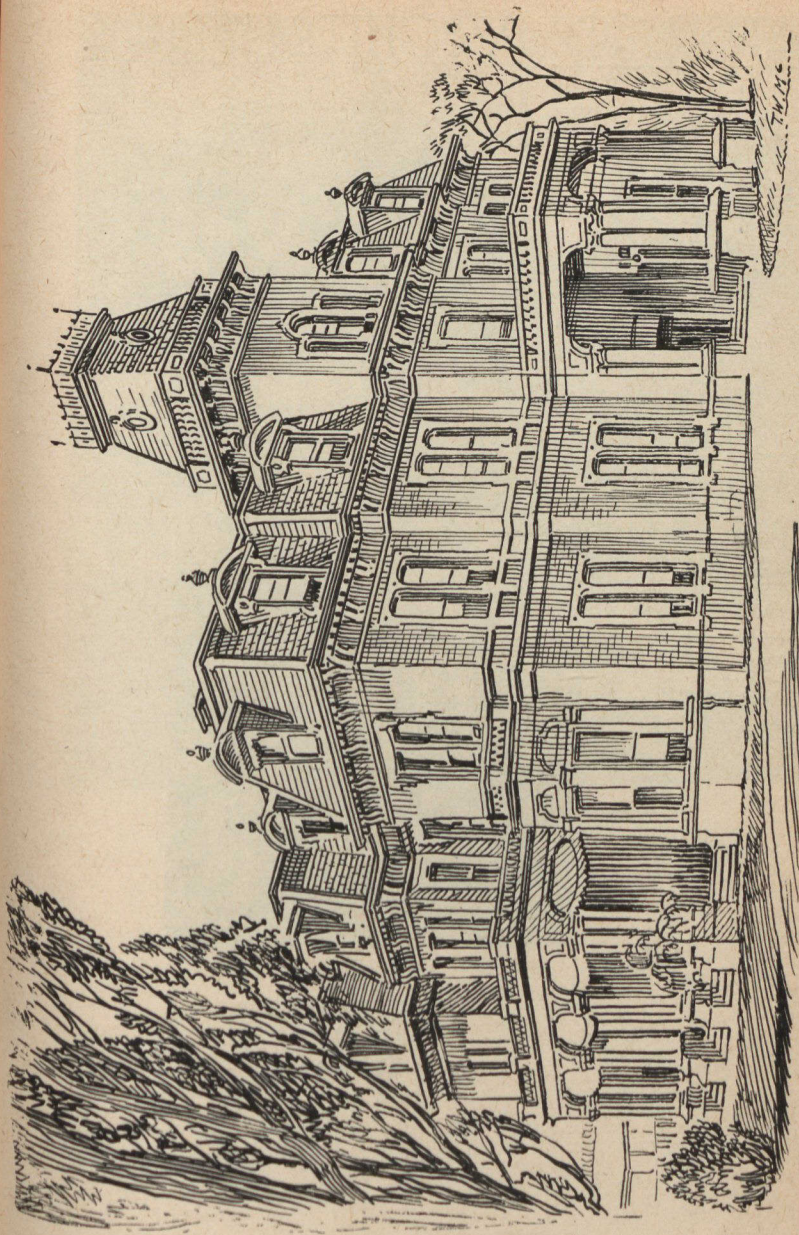


ROYAL CANADIAN YACHT CLUB HOUSE, TORONTO ISLAND, 1906-1918



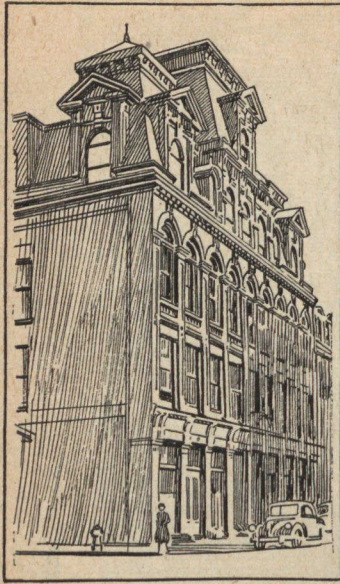
SHAFTESBURY HALL, TORONTO

Shaftesbury Hall, which stood on the north side of Queen Street West, near Yonge Street, was the birthplace of the Y.M.C.A. in Toronto. The large hall, seen in the rear, seated almost six hundred persons, and was often filled to capacity to hear noted singers or to see the wonderful "limelight views" of travelling lecturers.

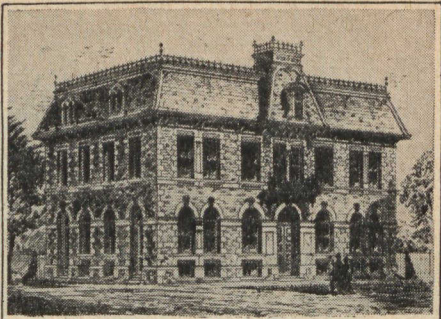


GOVERNMENT HOUSE, KING AND SIMCOE STREETS, TORONTO
SHOWING MANSARD TYPE ARCHITECTURE OF THE NINETIES

"MANSARD" ARCHITECTURE



York
Chambers
Toronto



Post Office, Guelph



From
Canadian
Illustrated
News

Topley
Photographic
Studio
Ottawa



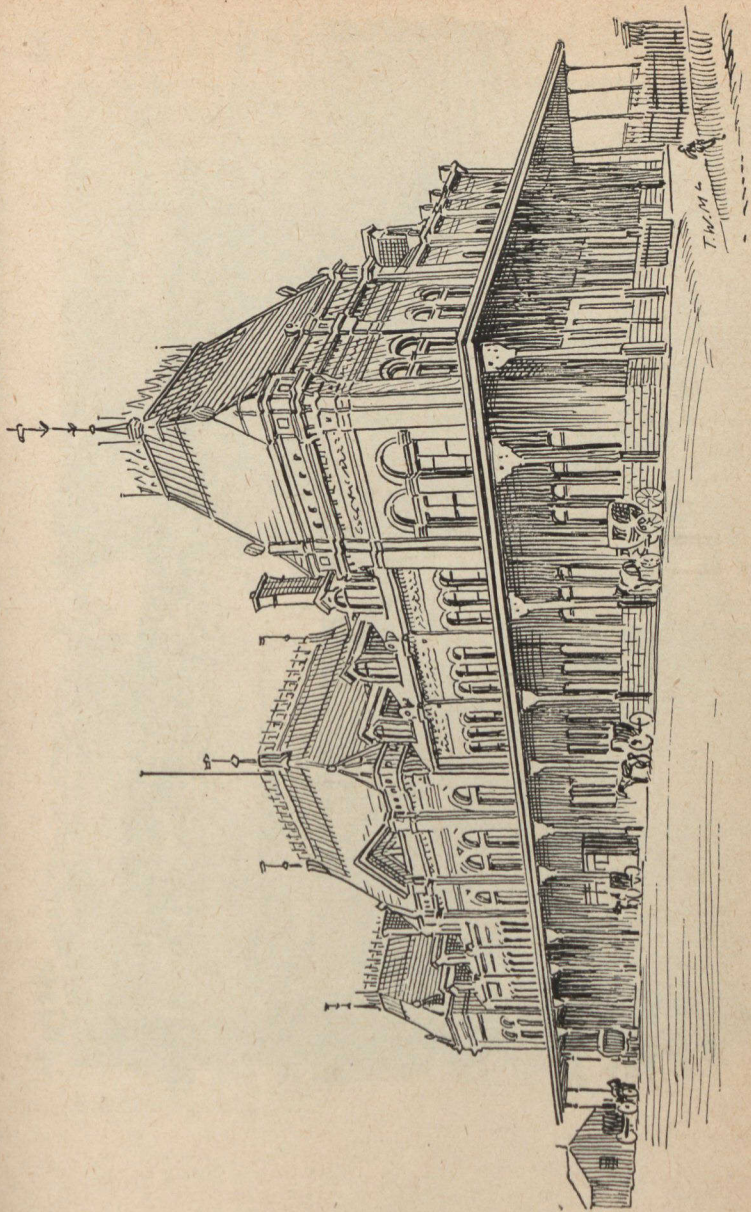
NORMAL SCHOOL BUILDINGS, TORONTO

From an old print.

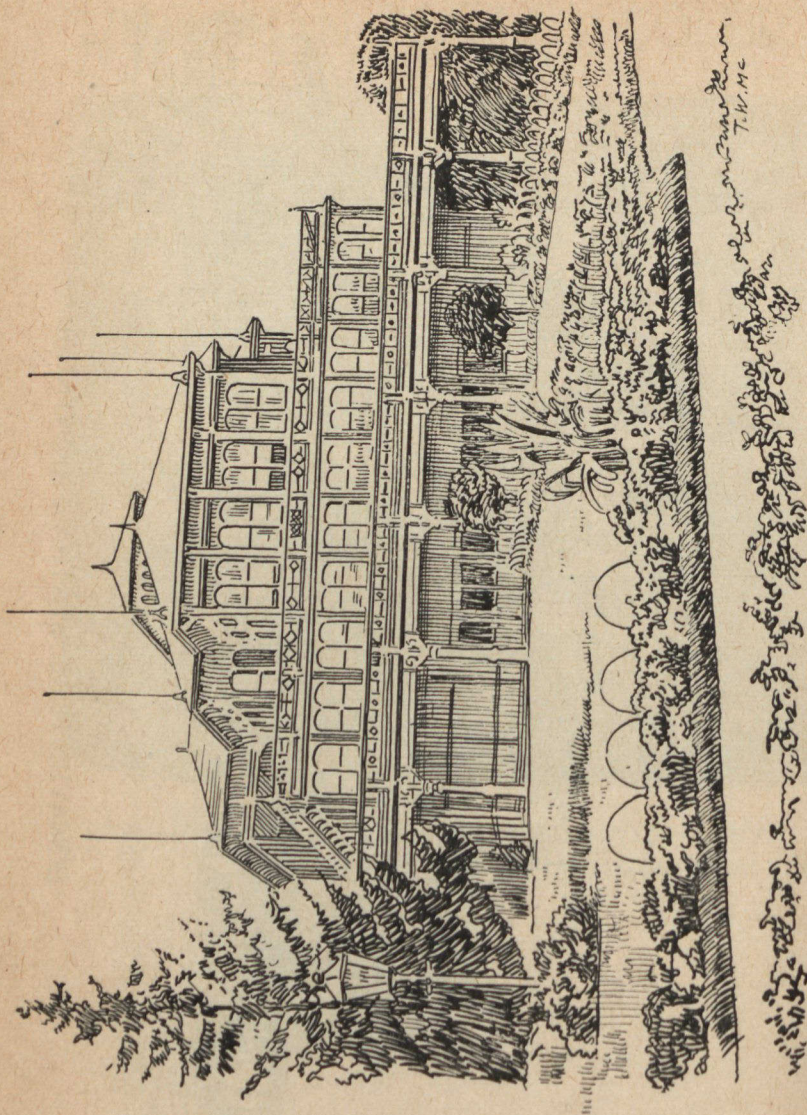
WESLEYAN FEMALE COLLEGE
HAMILTON Ont.



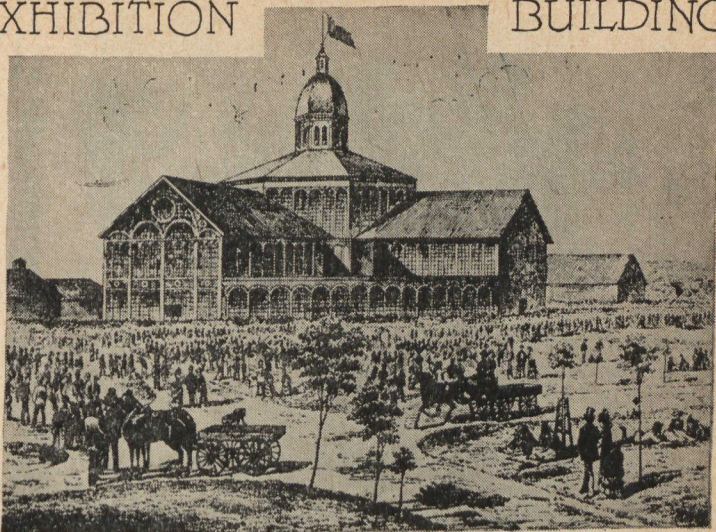
*On Site of Royal Connaught Hotel
Picture from Canadian Illustrated News 1863*



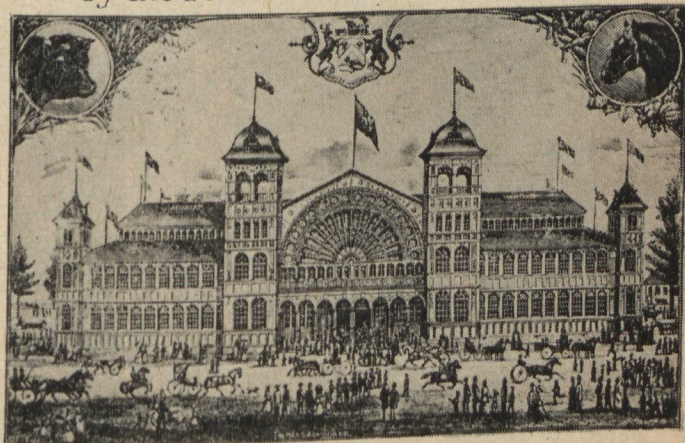
BONAVENTURE STATION, MONTREAL



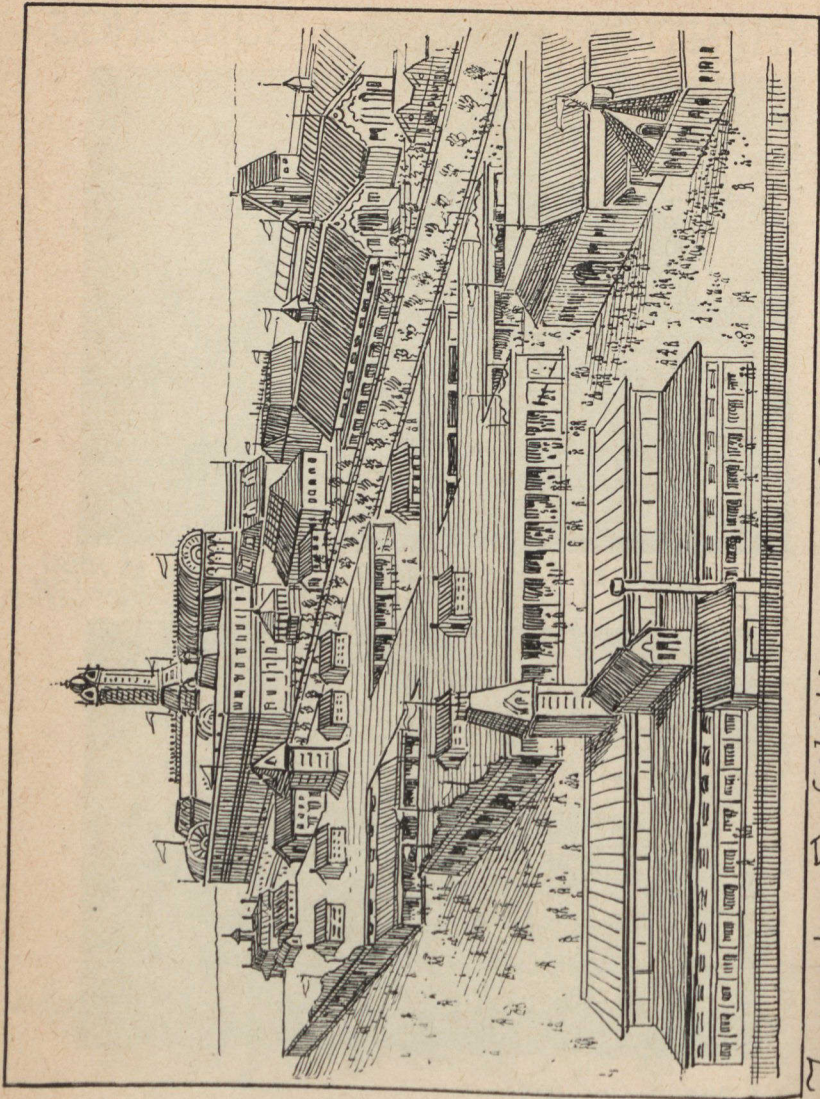
HORTICULTURAL PAVILION, ALLAN GARDENS, TORONTO



*Crystal Palace, Hamilton, opened in 1860
by the Prince of Wales, later King Edward VII.*

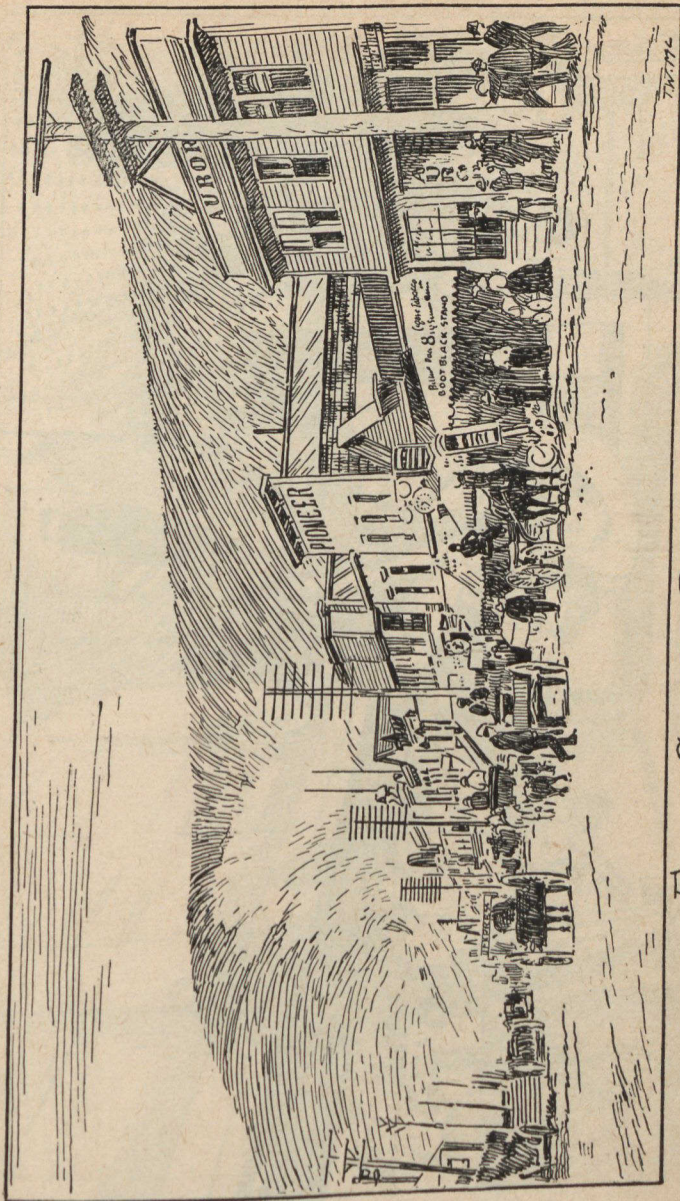


London, Ont. 1887

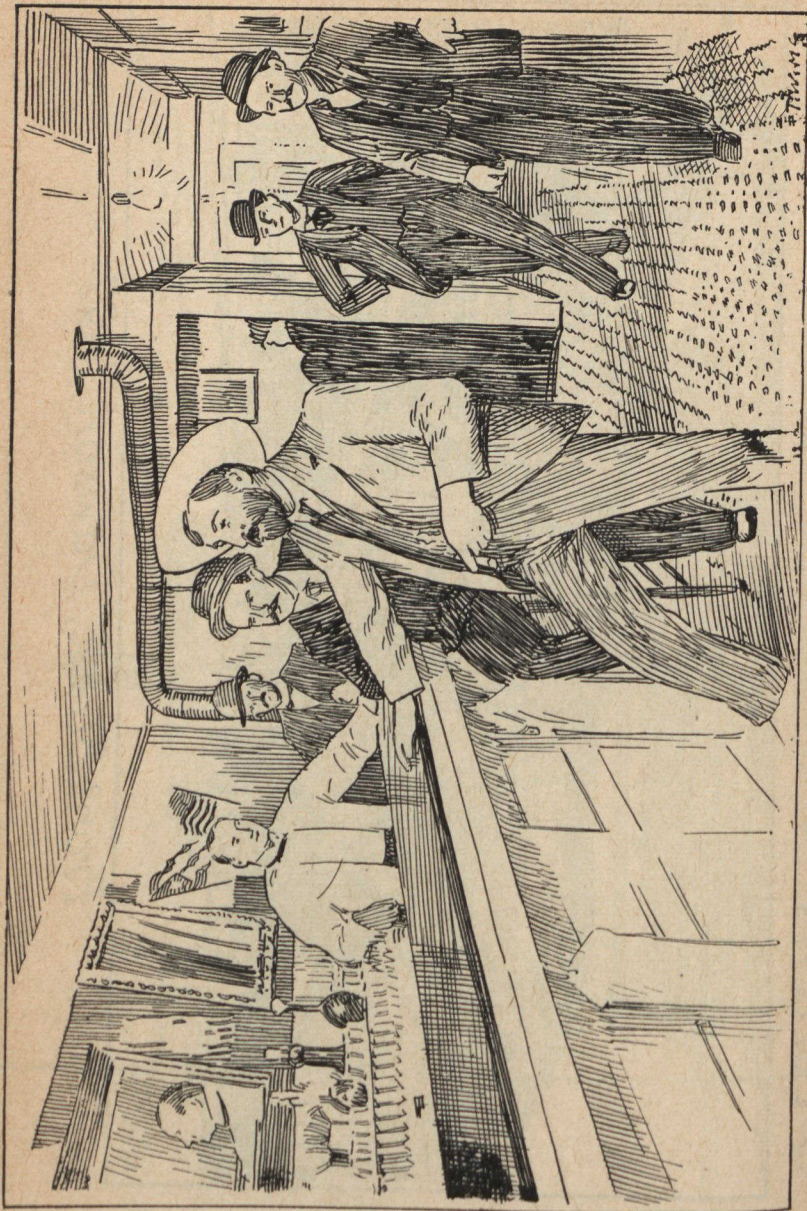


Toronto Exhibition in 1895

YUKON

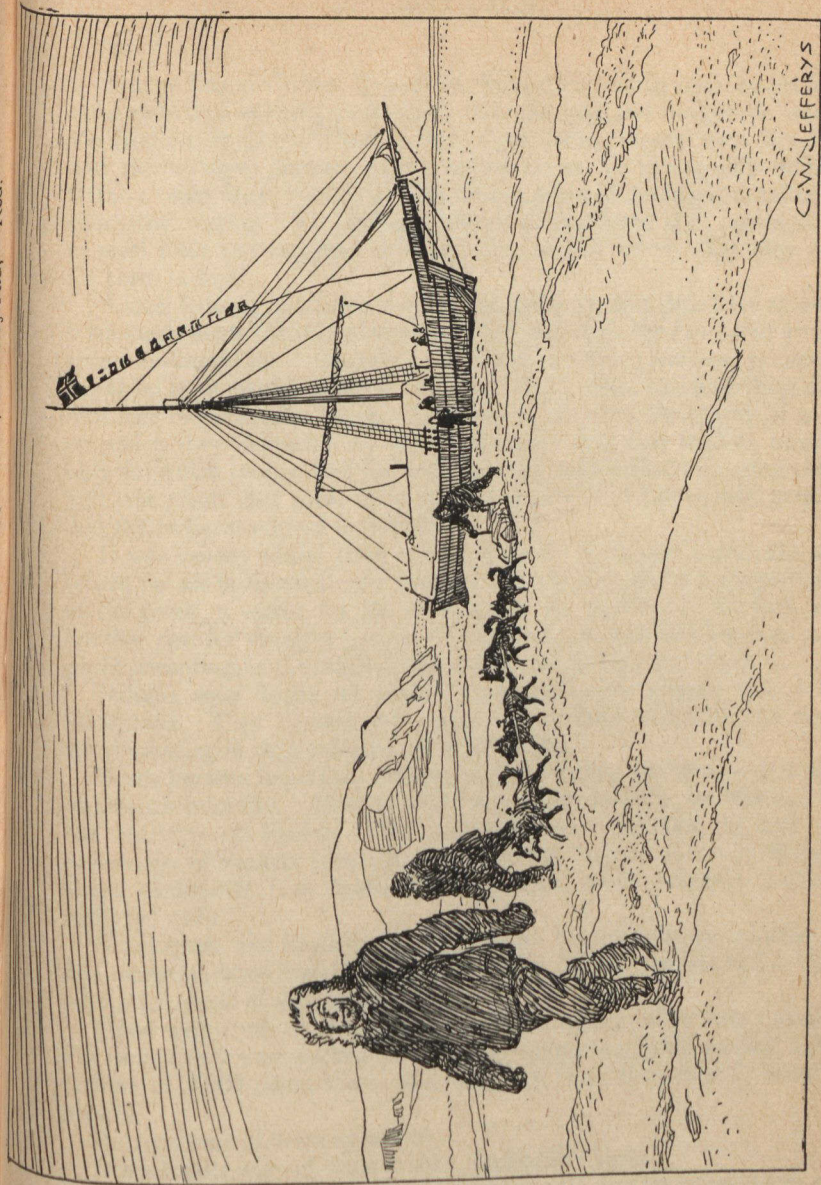


Front Street, Dawson, 1897



SOAPY SMITH AT BAR IN YUKON

Drawn from an old photograph of "Soapy" Smith and some of his gang in one of his hangouts. Left to right: "Nate" Pollock, John Bower, "Soapy Smith", "Sheehey Kid", "Red."



C. W. JEFFERYS

AMUNDSEN AND THE GJOA

NOTES

Page 4

INDIAN TRADE GOODS: The prices charged for Indian trade goods were often criticized as being exorbitant. But the long and dangerous voyage via Hudson Strait and Hudson Bay, where many vessels were wrecked, and the toilsome journey up the inland rivers, or the equally difficult Ottawa route from Montreal, with over a score of portages, entailed an enormous expense. The Indians, however, considered such commodities as steel tools and weapons, clothing, etc., as well worth what they paid for them in furs.

A steel knife or hatchet was greatly superior to their primitive stone or bone implements: fire-arms were more efficient than the bows and arrows slowly fashioned by themselves. The Hudson's Bay Company prudently refrained from providing them with quick-firing rifles, and sold them only flint-lock or percussion muskets, in order to conserve the supply of game on which they depended for their existence. But free traders, anxious only for quick profits, had no such scruples, and traded repeating rifles, with the result that some districts were deprived of fur-bearing animals and the Indians reduced to destitution.

It was usually about three years before the European trader got any return for his investment: the first year for the dangerous transportation of the goods, a season for the trading and the packing of the furs, and another year for the risky journey to England, and the varying chances of profit according to the state of the market when they got there.

Indians soon began to realize that furs were greatly prized by Europeans. They became more exacting in their demands and more discriminating in their selection of trade goods.

Beads became important articles of trade during the seventeenth and eighteenth centuries. Most of them were made in Italy, at Murano, on the outskirts of Venice. They were of many varieties, to suit the preferences of various tribes; for instance, the Indians of the north-west Coast considered blue beads most valuable, while southern Indians preferred white.

Birmingham and Sheffield were centres for the manufacture of cutlery, iron mongery, brass ware, buttons and guns. Trade muskets before 1767 were often made of shoddy materials.

Flints were made at the Brandon quarries, eighty miles from London. For export they were packed in half casks containing 2,000 musket, 3,000 carbine or 4,000 pistol flints, and weighing from sixty-five to seventy pounds.

Buttons were of brass or pewter.

Brass kettles were of various sizes, packed in "nests."

All steel ware, as axes, hatchets and knives, had to be tempered to the right degree to meet the rigours of the winters of Canada.

The Indians were always begging for blacksmiths to settle among them to repair their kettles, axes, hoes and guns. Among the goods most in demand were beads, blankets, broadcloth, flannel, gartering, gloves, laced hats, handkerchiefs, duffle, needles and thread, twine, worsted and cotton.

The old wooden handpress (see illustration) is believed to have been used at Newark (Niagara) by Louis Roy, first printer of Upper Canada, 1792-1794. Since he was employed by the Government under Lieutenant-Governor John Graves Simcoe, he was in reality first King's Printer, though that designation seems not to have come into general use until 1798. Roy's duties consisted in printing the *Upper Canada Gazette or American Oracle*, official mouthpiece of the Government of Upper Canada, and such notices, proclamations and stationery as the various government offices might require. The exact date when the press was set up at Newark is not known. It is known, however, that on June 12, 1793, and again on June 14th and 15th, Simcoe had sent copies of the *Upper Canada Gazette* to Lord Dorchester at Quebec that he might see for himself the report of Simcoe's speech to both Houses of the Legislature at Newark—the first upon opening of the second session, on May 31, 1793, and the latter upon the effort of the Legislative Assembly to preserve "water communications and boundaries by the application of the Militia to such purposes." In the same year [1793] Roy also printed two eight-page pamphlets, *Speech of His Excellency John Graves Simcoe, Esq. . . .* upon opening the first session of the Legislature of the said Province, and *Acts of the Legislature of His Majesty's Province of Upper Canada*. It is not known whether these pieces were printed at the same time or on different dates. The imprint affords no clue. A broadside, dated [Niagara] February 7, 1793, in possession of the Toronto Public Library, may have preceded both; but this is doubtful. The press began to print in the preceding January, and it is almost certain that Simcoe would have ordered impressions of his own speeches first.

Mrs. Simcoe mentions the press in her diary. Hers, however, was not the first reference to the new press at Newark, then the capital of Upper Canada. There were at least two others: On September 1, 1792, William Jarvis, Provincial Secretary, writes in part to his father-in-law, the Rev. Doctor Samuel Peters of Hebron, Connecticut, then in England: "People live here [Niagara] from hand to mouth as if they were to be gone tomorrow." Then he adds, "we have no printer yet." Later, on January 15, 1793, at least three months prior to Mrs. Simcoe's entry, Mrs. Hannah Peters Jarvis, wife of the Provincial Secretary, was to write to her father: "Our printer has got his press up and commenced printing but nothing published as yet. A paper is expected to be printed weekly and is most likely to begin after the 18th." What was expected to take place about three days later, took three months to a day. None the less it is clear that the first

printing from the old hand press issued some time in January, 1793. Now among the exhibits of the Royal Ontario Museum, Toronto, the ancient wooden press passed through the hands of successive King's Printers who all turned it to good account. In 1798 it was moved from Niagara to York (Toronto) where it survived the attack on the town by the Americans, in 1813, to remain actively in use until the eighteen-thirties when it was superseded by improved iron models, built on the same principle but neater and more compact in form. See W. Colgate: *Louis Roy: First printer in Upper Canada*, (Printing Review of Canada, Montreal, April, 1948: Vol. 23, No. 11); John Ross Robertson: *Landmarks of Toronto* (Vols. 2 and 5).

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On the news of the outbreak of the Upper Canadian Rebellion, in 1837, and the attempted attack on Toronto, volunteers rushed to the defense of the capital from all parts of the Province. The first to arrive were a force from Hamilton under Allan MacNab, afterwards knighted for his services during the Rebellion. Other forces marched from Cobourg, the neighbourhood of Galt, and elsewhere, and were welcomed at Government House. So numerous were they that the rebels were soon outnumbered. It may be suspected that some detachments had started for Toronto as rebels, but, seeing how the current was setting, transformed themselves *en route* into government supporters, and so endeavoured to escape the consequences of their original intention. The capture of Mackenzie's baggage, which he abandoned in his flight from Montgomery's, revealed the names of many implicated in the insurrection, and led to their arrest and imprisonment.

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In 1837 many of the Reformers in Upper Canada, as well as in the lower Province, despairing of relief by constitutional means, began to consider a resort to arms as the only remedy for the grievance under which they suffered. During the autumn a system of military training was inaugurated throughout the townships. Men met in sequestered places to be drilled, and practised the use of muskets, shotguns and rifles in matches for shooting pigeons and turkeys.

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The opposition to the arbitrary rule of the Government of Lower Canada developed, in 1837, into armed rebellion in the valley of the Richelieu, and in the county of Two Mountains, northwest of Montreal. It broke out first at St. Denis on the Richelieu, where on November 23rd the Patriots defeated the force of British regular troops sent to suppress them. The news of their victory reached St. Eustache in Two Mountains

on the 26th. The rebels in that district gathered to the number of nearly a thousand, under the leadership of Amaury Girod, an adventurer of mysterious origin, and Dr. J. O. Chenier, the young physician of the village. Some of the loyalist inhabitants fled to Montreal and informed the Governor, Sir John Colborne, of their proceedings, but he waited until he had crushed the insurrection on the Richelieu before he moved to suppress the Patriots at St. Eustache. On December 13th he set out with over two thousand men, regular British troops and loyalist volunteers, with light field guns. Next day he attacked the village, where the rebels, after a skirmish on the ice of the frozen river, had barricaded themselves in the church, the presbytery, and the convent. The fiercest fighting took place around the church. The artillery bombarded it, but its stout masonry resisted its fire. Under cover of the smoke the troops charged, got into the church and set the interior on fire. Many of the rebels were shot down, among them Chenier. Girod abandoned his men and fled, and after avoiding capture for four days, blew out his brains. A large part of St. Eustache and its neighbouring village, St. Benoit, was burned and pillaged. The church still stands, its walls scarred and pitted by the cannon balls.

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Louis Joseph Papineau is one of the few protagonists of political thought whose place in Canadian history is yet to be fixed. Common report ascribes to him a desire for responsible government, yet, as Robert Christie noted, he struggled only to obtain for Lower Canada an elective Upper House. His weakness, vacillation and fatal indecision in the rebellion of 1837, brought, as it did with William Lyon Mackenzie in Upper Canada, cruel disaster upon him and his followers. In the end Papineau died having forfeited the esteem of his compatriots, though Mackenzie lived to triumph over adversity and convert the active hostility of his fellow-citizens into a passive respect if not a warm-hearted affection and loyalty.

Louis Joseph Papineau was born in Montreal October 7, 1786. He attended Quebec Seminary and was called to the bar of Lower Canada in 1811. He served as an officer in the Canadian militia during the war of 1812, and was present at the capture of Detroit. In 1814 he entered the Legislative Assembly for Montreal West, and the following year he was chosen Speaker, a place he continued to hold with little interruption until the outbreak of the rebellion of 1837. During this period he was regarded as the spokesman of the French Canadian reformers or *patriotes*. In 1820, Lord Dalhousie, the Governor-General, had induced him to accept a seat in the Executive Council, but finding that his advice was repeatedly disregarded, Papineau soon resigned. Two years later he opposed the abortive union bill, and went to London with John Neilson, publisher of

the *Quebec Gazette*, to protest against it, but without effect. After this he became bitterly hostile to British government in Canada, and not even Lord Gosford was able to conciliate him. Papineau's continued policy of obstruction resulted in the rebellion of 1837. He himself however took no part in the actual fighting against the troops under Sir John Colborne; but like Mackenzie in Upper Canada he fled to the United States, leaving his deluded and disillusioned followers to shift for themselves. When his efforts to bring about American armed intervention in the struggle failed, he then, in 1839, went to Paris to live in exile until 1844.

When the Canadian government granted an amnesty to the rebels of 1837, Papineau returned to Canada and re-entered politics. From 1848 to 1851 he represented St. Maurice, and from 1852 to 1854 Deux Montagnes in the Legislative Council of Canada. But his position in the House was no longer what it was, and in 1854 he retired to the seclusion of his manor house of Montebello (still standing 1950) where on September 23, 1871, he died. In 1818, he had married Julie Bruneau by whom he had several children. One of his daughters was the mother of Henri Bourassa, sometime member of the Canadian House of Commons, and the publisher of *Le Devoir*, Montreal. See A. D. DeCelles: *Papineau and Cartier* (Makers of Canada series, 1904); L. O. David: *Les Deux Papineau*, Montreal, 1866; J. C. Dent: *Canadian Portraits*, vol. ii; W. Colgate: *The Rebels of Yesterday* (Mackenzie and Papineau), Can. Mag., Nov. 1937.

Thomas Storrow Brown was born at St. Andrew's, New Brunswick, in 1803. At an early age he went to Montreal, and in 1832 became one of the founders of the Montreal *Vindicator*. He allied himself with the Montreal *patriotes*, and took a leading part in the rebellion of 1837. At the battle of St. Charles he was in command of the rebel forces. After the battle he escaped to the United States, and from 1839 to 1842 he was a journalist at St. Augustine, Florida. In 1844, following the amnesty, he returned to Canada, and for the remaining years of his life lived in Montreal. He became blind, and died in Montreal, December 1888. Apart from his writings as a journalist, he published *A History of the Grand Trunk Railway* (Quebec, 1864); and a prohibition pamphlet entitled *Strong Drink: What It Is and What It Does* (Montreal, 1884). After his death there was published in *Le Courrier du Livre* (Quebec) a series of papers by him entitled *1837, and My Connection with It*. This of all his writings has served best to keep alive his posthumous fame.

Denis Benjamin Viger was born at Montreal on August 19, 1774. Educated at the college of St. Raphael, he was called to the bar of Lower Canada. After representing various constituencies in the Legislative Assembly from 1803 to 1830, he was appointed (1830) a member of the Legislative Council of the Province. As an ardent supporter of his cousin Louis Joseph Papineau, he went on a mission with him to London to press

the views of the Assembly on the subject of union upon the Colonial Office; and in 1834 he went again as an agent of the French Canadians. Implicated in the rising of 1837, he was arrested and imprisoned on a charge of treason, but was released without a trial. From 1841 to 1845 he sat in the Legislative Assembly of united Canada for Richelieu, and later represented the riding of Three Rivers from 1845 to 1848. He took office in 1844 under Lord Metcalfe the Governor-General, as leader of the government of Lower Canada, with the portfolio of President of the Council. He resigned in 1846 when he failed to carry his colleagues with him. In 1848 he was appointed to the Legislative Council where he remained until 1858. His death occurred in Montreal on February 13, 1861. The author of numerous pamphlets on lively issues of the day, interest in them largely ceased with the events which gave them birth. Some verse by Viger appeared in *Le Spectateur*, Montreal, from 1813 to 1825. He was the first president of the Societe de St. Jean Baptiste, Montreal, and in 1855 St. John's College, New York, conferred on him the honorary degree of Doctor of Laws.

Wolfred Nelson, surgeon and a leader of the rebellion of Lower Canada in 1837, was born in Montreal July 10, 1792. He began the study of medicine before he was fourteen years of age, when he was apprenticed to a Dr. Carter, a retired army surgeon, who practised at William Henry (now Sorel). Medical men were then so few in Lower Canada that young Wolfred Nelson, while still a student, was placed in charge of a small military hospital, and thus became familiar with difficult surgical operations. In 1811 he was granted a licence to practise, though not yet nineteen years of age, and established himself at the village of St. Denis on the Richelieu River. He served throughout the war of 1812 as a surgeon to a regiment raised in his district.

Entering politics, he was elected in 1827 to represent Sorel in the Legislative Assembly of Lower Canada. During the next ten years, as one of the chief supporters of Louis Joseph Papineau, he took a prominent part in organizing the rebellion of 1837, and was present at the engagements of St. Denis and St. Charles. About this time also he seems to have conducted a distillery at St. Denis. After an engagement between the patriotes and loyalist troops at St. Charles, quitting the scene of battle, he was captured and later banished to Bermuda, with eight other rebels, by Lord Durham. In 1843, he took advantage of the amnesty to return to Canada and resume the practise of his profession in Montreal. Although he had no university training, Wolfred Nelson was one of those upon whom McGill University, in 1848, conferred the honorary degree of Doctor of Medicine as an acknowledgment of his professional eminence. From 1844 to 1851 he represented Richelieu riding in the Legislative Assembly of Canada. In 1851, he withdrew from political life, and, ironically enough, he was appointed inspector of prisons. He was for a

time chairman of the Board of Health, and twice was elected president of the College of Physicians and Surgeons of Lower Canada. He died at Montreal on June 17, 1863.

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In many villages and towns in Eastern Canada there were small foundries in which was cast ornamental iron for gates, fences, roof crest finials, etc., all much in fashion from the middle of the century until the eighties. The patterns for these were often designed locally. Those of a more elaborate style were produced in larger establishments in the cities. Of these latter, conspicuous examples are the extensive fences surrounding the grounds of Osgoode Hall and St. James Cathedral, Toronto.

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Cooking stoves and heating stoves were coming into general use around 1840. There were no cooking stoves in Dundas, Ontario, before 1834. A few had heating stoves in the hall around 1816. One of the first and most popular stoves was the Franklin, made in the U.S.A., quite handsome in brass gallery and fender. Descendents of the Franklin are still used. Government House, Toronto, around 1840, was heated with hot air from an oven in the cellar, three feet six inches high and three feet wide, roof and inside of fire brick and stone, coated with thick cement composed of mortar and cow dung.

Pages 46 and 48

Our present system of local self-government was initiated during the administration of Lord Sydenham after the Union Act passed by the Imperial Parliament in 1840. The country was to be divided into small municipalities, counties, townships, and incorporated villages, taxing themselves for their own expenditures and controlling their own revenues. The system thus inaugurated was brought to maturity by the Municipal Corporations Act (1849) under the Baldwin-Lafontaine ministry. This legislation necessitated the building of town halls, county court houses, registry offices, etc. Many of these date from this period, and are of imposing and dignified architecture, either classic or of the "Scottish baronial" type.

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Rev. James Evans, 1801-1846, Methodist missionary to the Indians of the North-West, invented a system of syllabic writing which he taught them, often using the bark of a white birch tree for this purpose. He

translated portions of the Scriptures into Cree, and printed them in this syllabic form from type cut out of wood or cast from the lead which lined tea chests. Some of these primitive types, as well as copies of his printed books, are preserved in the library of Victoria College, Toronto.

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On the afternoon of March 12, 1857, there left Toronto for Hamilton the regular passenger train of the Great Western Railway with about one hundred passengers aboard. When within forty yards of the bridge which crossed the Desjardin Canal, uniting the town of Dundas with Burlington, the locomotive appears to have jumped the switch and, followed by tender, baggage car and two passenger cars, toppled into the ice-sheeted waters of the canal sixty feet below. It is estimated that the accident caused the death of fifty-nine persons, few, if any, of the passengers escaped injury. The disaster caused a great commotion throughout Canada, and both the Great Western Railway and the canal company were bitterly assailed by the Press. The locomotive, called the *Oxford*, was raised from the canal less than two weeks after the accident; but it was as late as 1873 that the leading trucks of the engine and the broken axle (supposed to have caused the accident) were recovered.

Pages 68 and 69

McGill University, Montreal, was founded by Royal Charter on March 31, 1821. It was at the suggestion of his friend and confidant, the Rev. John Strachan, M.A., that James McGill, fur-trader and merchant of Montreal, and member of the Legislative Council, drew up a will in which he bequeathed to the Royal Institution for the Advancement of Learning (created in 1801) the sum of £10,000, in trust, and his Burnside estate of forty-six acres, together with the buildings thereon, for the endowment of a University or College on the express conditions—and these were the only conditions imposed—that the University be erected and established within ten years of his death, and that one of the Colleges to be comprised in the University should be called "McGill College." One of the executors named under the will, John Strachan, was himself to found the University of Trinity College, Toronto, nearly forty years later.

The first principal of McGill College was the Rev. George Jehoshaphat Mountain, son of the first Anglican bishop of Quebec. He was appointed in 1824 and retained office until 1835. McGill University was officially opened on June 24, 1829. Teaching in the College, however, did not begin until 1843, with a class of twenty students. With the advent of William Dawson, later knighted, as principal of the College the real history of McGill in an academic sense begins.

The magnificent gifts of Sir William Macdonald make an imposing list. The Science Buildings, the Macdonald College at Ste. Anne de Bellevue, with an Agricultural Faculty and School of Education, and later the McGill Union for male students are among his principal contributions to the University. Other prominent benefactors of McGill were Lord Strathcona, Lord Mountstephen, J. K. L. Ross, Dr. Philip Pearsall Carpenter, David Greenshields, J. H. R. Molson and Peter Redpath. Its graduates and professors have often been men of wide renown. In addition to Sir William Osler, whose medical library at McGill is world famous, such names as Sir William Peterson, Sir James Grant, Sir William Hingston, Sir Thomas Roddick, Lord Rutherford, Sir Andrew Macphail, Stephen Leacock, Sir Arthur Currie would bring honour and distinction to any seat of learning. See C. Macmillan: *McGill and Its Story, 1821-1921* (Toronto, 1921); S. Leacock: *Montreal: Seaport and City* (1945); E. A. Collard: *Oldest McGill* (1946).

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The steamer *Corinthian* was a steel plated steamer of 350 tons, built at Kingston, Ont., in 1864. Capt. Crysler commanded her, and she plied between Port Hope, Cobourg, Charlotte, N.Y., and Colborne (Lakeport), Ont., on what was known as the Rochester route. In 1870 she became a unit in the Canadian Navigation Co's Royal Mail Line, plying between Hamilton and Montreal, calling at north shore ports on Lake Ontario on the way. She was then commanded by Capt. Dunlop. In the 1880's she got ashore at the port of Grafton, Ont., through mistaking the headlight of a locomotive for the light at Cobourg whither she was bound. Her passengers were landed safely at Grafton and she was towed off the beach with considerable difficulty and drydocked for repairs at Kingston. After an extensive overhaul she resumed her lake and river run for several seasons. From the John Ross Robertson Collection, Toronto Public Library.

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During the latter half of the nineteenth century celebrations to welcome distinguished visitors and officials included the erection of arches under which the public processions passed. Such arches were generally decorated by evergreen boughs and coloured bunting, were often manned by red-shirted firemen, and bore appropriate and timely mottoes. On Lord Dufferin's visit to British Columbia, in 1876, as Governor-General of Canada, some of these arches carried inscriptions expressing the dissatisfaction of the Province at the terms of its admission to the Confederation, such as that shown in the illustration—"Carnarvon Terms or Separation." The Governor-General declined to pass under these arches until the offending mottoes were amended or removed.

By the Union Act of 1840 the Imperial Parliament created the Province of Canada, consisting of what are now known as Ontario and Quebec. In 1864 public opinion became convinced that a federal union (which should provide for the admission of the Maritime Provinces and the North-West Territory) was necessary to end the strife of narrow party politics, and to ensure the future development of the country. The rival leaders were John A. Macdonald and George Brown, whose political differences were accentuated by personal and temperamental antipathies. Brown promised to co-operate with Macdonald, then the leader of the Government, to bring about a federal union. On June 15th the two leaders met, "standing in the centre of the Assembly room," and agreed to discuss with others the project. As a result of this public-spirited action the Government pledged themselves to bring in a measure next session for the purpose of bringing about a confederation of all the Provinces of British North America.

Joseph Howe was immensely popular as an orator, whether in the House of Assembly, in public halls, or in open air meetings throughout the country. It was on these latter occasions, where he came into direct contact with the people, that his peculiar qualities particularly shone. He was a master of invective, he enjoyed debate, he had a sense of humour that the common man could understand, and when great issues were at stake he could rise to heights of eloquence.

George Brown, journalist and statesman, was born near Edinburgh, Scotland, on November 29, 1818. He attended the high school and the Southern Academy, Edinburgh. In 1838 he went with his father to the United States where, in 1842, they founded in New York first the *Albion*, for British residents of the United States, and then the *British Chronicle* which had a short life of about a year. In 1843, father and son removed to Toronto, and established the *Banner*, a weekly newspaper for Presbyterian readers. A year later the *Banner* was succeeded by the *Globe* (since 1936 *The Globe and Mail*) of which George Brown became editor and managing director. First as a weekly, then as a tri-weekly, and later as a daily newspaper, the *Globe* under Brown's direction became before long a political and a social influence such as no other Canadian journal has ever possessed.

Brown was elected to the Legislative Assembly in 1851. His vigorous advocacy of representation by population, and his uncompromising and often virulent campaign against French-Canadian and Roman Catholic domination in national affairs, eventually made him the most conspicuous leader of the reform movement in Upper Canada. When the Macdonald-

Cartier government resigned, in 1858, he was called upon to form an administration. With A. A. Dorion he formed the short-lived Brown-Dorion government of August 2 to 6, 1858.

Brown, as the chief representative of the Reformers, played a prominent part in the Quebec Conference of 1864. He resigned, however, from the government before Confederation was completed through inability to work in harmony with his colleagues, and particularly with John A. Macdonald, for years a bitter enemy. In the first elections to the House of Commons he was defeated in South Ontario, and in 1873 he was appointed to the Senate. Though his political career was virtually ended, he remained through his newspaper a force to be reckoned with. His death in Toronto (May, 1880) was caused by a bullet wound inflicted by a discharged employee. See Alexander Mackenzie: *Life and Speeches of the Honourable George Brown* (Toronto, 1882); John Lewis: *George Brown* (Toronto, 1900); and M. O. Hammond: *Confederation and Its Leaders* (Toronto, 1917).

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Sir Alexander Tilloch Galt, Canadian Minister of Finance 1858-1862 and 1864-1868, and Canadian High Commissioner in London 1880-1883, was born in Chelsea, London, September 6, 1817. He was the youngest son of John Galt, the Scottish novelist and director of The Canada Company. He came to Canada as a clerk in the office of the British American Land Company at Sherbrooke, Lower Canada, and from 1844 to 1855 he was commissioner of the company. Always interested in transportation, he became one of the promoters of the Grand Trunk Railway. In 1849, he was elected to the Legislative Assembly for Sherbrooke county as an independent member. He resigned the following year, but was returned for Sherbrooke town in 1853. He continued to represent this constituency in the Assembly until 1867, and in the House of Commons until 1872. With Sir Georges E. Cartier and John Ross he went to England to urge Confederation upon the British government, but without success, though he was to become one of the chief architects of the British North America Act. In 1867 Galt was appointed to the Cabinet as the first Minister of Finance of the new Dominion. The next year he resigned because of a disagreement with Sir John A. Macdonald. The remaining years of his life were devoted to diplomatic work. Galt was the author of several pamphlets. He died at Montreal on September 19, 1893. See O. D. Skelton: *The Life and Times of Sir A. T. Galt* (Toronto, 1920); W. S. Wallace: *The Encyclopedia of Canada*, Vol. iii, Toronto, 1940; M. O. Hammond: *Confederation and Its Leaders* (Toronto, 1917).

Thomas D'Arcy McGee (1825-1868), one of the fathers of Confederation, was born at Carlingford, county Louth, Ireland, April 13, 1825,

and in 1842 emigrated to America. For some years he earned a livelihood as a journalist and became editor of the *Boston Pilot*, a weekly paper for Irish-Americans. In 1845 he returned to Ireland, and assumed the editorship of the *Freeman's Journal* in Dublin. Dissatisfied with its moderate policy, he joined the staff of the *Nation*, the organ of the Irish militant movement. Though not actually in arms, he was implicated in the Young Ireland rebellion of 1848, and escaped to America disguised as a priest.

In New York, he founded (1848) the *New York Nation*, a short-lived newspaper. In 1850 he went back to Boston, and founded the *American Celt*; and in 1852 he transferred the paper to Buffalo where he published for five years. In 1857, at the invitation of a prominent group of Irish-Canadians, he quitted Buffalo for Montreal. Here he founded a newspaper called the *New Era* which had a life of about two years. In 1858, he was elected to the Legislative Assembly of Canada for Montreal West. This constituency he represented until 1867, when he was elected to the new House of Commons. Entering politics first as a Reformer, he became in 1862-1863, President of the Council, and later Provincial Secretary in the (John Sandfield) Macdonald-Sicotte administration. When the government was reorganized in 1863, however, he was omitted from it. He then transferred his allegiance to the Conservatives. In the second Taché-Macdonald government of 1864 he was appointed Minister of Agriculture, and continued to hold his portfolio in the "Great Coalition" until 1867. At the Charlottetown and Quebec Conferences of 1864, to which he was a delegate, he contributed to the success of the Confederation movement. He had preached the doctrine of "the new nationality," and his eloquent advocacy of that doctrine did more than anything else to prepare the way for the acceptance of union by the people of Canada. In 1866 he condemned resolutely the invasion of Canada by Irish-American Fenians, thereby incurring the hatred of Fenians throughout the United States and Ireland. As a result he was assassinated at Ottawa, in the early morning of April 7, 1868, by a Fenian emissary as he was returning to his lodgings from a late session of the House.

A last political act of his life was one of self-abnegation when he, with Charles Tupper, declined Cabinet appointment to the first Government of the Dominion of Canada that the claims of Irish Catholics and people of Nova Scotia might be recognized. Thus he ended his political career as a private member of the House of Commons, but his claim to the title of having been the chief apostle of Canadian national unity was even then secure.

An orator of great gifts, McGee was also a prose writer and poet of grace and distinction. See: M. O. Hammond: *Confederation and Its Leaders* (Toronto, 1917); Isabel Skelton: *The Life of Thomas D'Arcy McGee* (Gardenvale, P.Q., 1925); A. Brady: *D'Arcy McGee* (Toronto, 1925).

Pages 94 and 95

Lacrosse was at the peak of its popularity during the eighties and nineties. All the cities and many of the villages and towns, as well as the Indian reservations of St. Regis and Caughnawaga, had active and skilful teams. It is to be regretted that this native game should have declined in popular favour.

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William Armstrong (1822-1894) came from Ireland and settled in Toronto in 1851. He was a civil engineer, employed for many years in railroad construction in Ontario. He was chief engineer on the Red River expedition of Colonel Garnet Wolseley during the insurrection of 1870-1871. He made many sketches of northern Ontario and Manitoba which are of great value as historical records and have considerable artistic merit. He was a teacher of drawing for some years at the Model School in Toronto.

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The Rev. George McDougall founded the mission at Morley on the Bow River, west of Calgary, for his Stoney Indian converts. These Indians gained a reputation for industry and reliability, and found ready employment as guides and interpreters.

Pages 101 and 102

At lower Fort Garry, on December 17, 1873, Lieut.-Colonel George A. French formally assumed the office of Commissioner of the newly-formed North West Mounted Police. His age was thirty-two. Previously he had been Inspector of Artillery and Commandant of the Canadian School of Gunnery at Kingston, Ontario. Commander French was a strict disciplinarian, believing that only by discipline could perfection be attained. But because the force was a civil organization, not subject to the Queen's military regulations, a fine was the only form of punishment allowed for some months.

Thus the order book of 1873 set the price of a trooper's angry remark to his N.C.O. at \$5, an argument at \$10. To sleep on duty cost the offender two weeks' pay, the first case of drunkenness \$3, the second \$6—all highly expensive diversions for men earning seventy-five cents a day. The order book listed other interesting information: "All individuals of the Police Force can please themselves as to wearing whiskers, moustaches, or beards, but those who prefer to shave must do so daily."

The first commissioner of the North West Mounted Police, George Arthur French (afterwards Sir George), was born at Roscommon, Ireland, on June 19, 1841. He was educated at Sandhurst and Woolwich, and in

1860 obtained a commission in the Royal Artillery. In 1870, he was appointed inspector of artillery by the Canadian Government, with the rank of Lieutenant-Colonel in the Canadian militia. Appointed Commissioner of the N.W.M.P., in 1873, he commanded the force on its famous march to the foothills of the Rockies in 1874. He resigned his commission, however, in 1876, and in subsequent years served in various military positions in Queensland, in Bombay, and in New South Wales, attaining finally the rank of major-general. He died on July 28, 1921. He was created a C.M.G. in 1877, and a K.C.M.G. in 1902. See Nora Kelly: *The Men of the Mounted*, 1949, Toronto.

Inspector Francis Dickens, indicated in the group of early officers of the N.W.M.P., was the third son of Charles Dickens, the novelist. He had previously served in the office of District Superintendent of the Bengal Police in India. After his father's death, he emigrated to Canada, where in November, 1874, he joined the Northwest Mounted Police. He was officer in charge of a detachment of Mounted Police at Fort Pitt in the Northwest Rebellion of 1885.

Had Dickens' offer of help to the Indian agent Quinn at Frog Lake been accepted, the massacre of the settlement by the Crees (April 2) would have been averted, as well as the subsequent evacuation of Fort Pitt which followed as a natural consequence. Eleven days after the Frog Lake massacre Big Bear with about 250 Crees arrived at Fort Pitt and demanded the surrender of that police post. Instead of complying, Inspector Dickens accepted the services of the Hudson's Bay Company factor Mr. McLean, who volunteered to go out and negotiate with the Indians. While negotiations were still under way the Crees attacked, and McLean was held prisoner.

Dickens, realizing Fort Pitt could not be held, decided to retreat to Battleford where he could join the fight against Chief Poundmaker. On the same night (April 14) during a heavy snowstorm, the police abandoned the fort, carrying a wounded comrade, Constable Loasby, with them. The story of their escape down the Saskatchewan for one hundred miles in a leaky scow, with a score of men crowded into it, is epic in its description of perilous hardships. A week later, on the morning of April 22nd, Dickens and his exhausted party arrived at Battleford. The garrison paraded and presented arms in honour of the conspicuous bravery and self-sacrifice shown by their comrades of Fort Pitt.

The strain of the hazardous journey, however, added to that of his previous ten years' service with the Force, was too great for Dickens, who never had been robust. For that reason, and because of increasing deafness, he withdrew from the Mounted Police soon after the rebellion ended. He died suddenly in June, 1886, at the age of forty-one. See Nora Kelly: *The Men of the Mounted*, J. M. Dent, Toronto, 1949.

Between the years 1885 and 1900 two events occurred in which the men of the Mounted were called upon to show their mettle: one was the Klondyke gold rush of 1897, and the other the Boer War of 1899-1901, in both of which the N.W.M.P. participated. In South Africa the famous Strathcona Horse was made up largely of members of the Mounted Police. That the turbulent life of Dawson City in the boom days was kept within due bounds was largely because of their tact, common-sense and strict enforcement of the law. Members of the Force served as a squadron in the First World War of 1914-1918, and again, though not as a body, in the Second World War of 1939-1945.

In 1904, the North West Mounted Police was granted the prefix Royal. In the twenties when it patrolled not merely the prairies, but the wide Dominion, it assumed its present and more fitting designation, the Royal Canadian Mounted Police. The first big expansion in the work and service of the R.C.M.P. occurred in 1932, when it became a Provincial police force in Manitoba, Alberta and the three Maritime Provinces. In the last war (1939-1945), there were 6,000 members of the force. Today (1950) there is a total force of approximately 3,000 in uniform, and another force of about 1,000 on civilian duty as artisans, cooks, clerks and in various other categories; all are under the command of Commissioner Stuart Taylor Wood, with headquarters at Ottawa.

The duties of the R.C.M.P. are many and highly diversified; from the simple, if arduous, policing of the plains in its earlier years, the police are now assigned to the suppression of coastal smuggling of liquor and the traffic in narcotics, to the prevention of customs frauds and the investigation of spy activities, to now and then an excursion into the Arctic wastes to hunt down a murderer, as happened at least once, amongst the Eskimos. These indicate the almost endless variety of the pursuits of this national police force. See F. C. Mears: *Red Coated Fighter*, a biographical article on Commissioner S. T. Wood, of the R.C.M.P., in *The Gazette* (Montreal, July 29, 1950).

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King's College, now the University of Toronto. Although a royal charter was granted for the foundation of a university at York (Toronto) in 1827, it was not until 1842 that Sir Charles Bagot, Governor-General of Canada, laid the cornerstone of the new building. The silver trowel bore, among other things, the pious inscription *Ni Dominus aedificaverit domum, in vanum laboraverunt qui aedificant*. The building erected was reputed to have been an excellent example of Doric architecture. It stood on the site of the eastern wing of the present legislative buildings. Not until 1849, however, was the College permitted to occupy the building erected for its use. [Actual teaching had begun in 1843 in the parliament buildings on Front Street.] When the legislators returned to Toronto

after the burning of the parliament buildings in Montreal, in 1849, King's College was forced to vacate, which they did by removing to their own building in Queen's Park. In 1856 the Government appropriated the King's College building as an asylum for the feeble-minded, naming it University Lunatic Asylum. With the construction and opening of the new University College building in 1859 the need for the old King's College building ceased to exist. It was given over to various uses until dismantled in 1886. See W. S. Wallace: *A History of the University of Toronto* (1927).

The illustration shows the front and side elevation of the first Victoria College (Cobourg, Ontario), established in 1836 by the Methodists as the Upper Canada Academy, under a royal charter—the first granted in the British dominions to a college not under the State Church. From 1836 to 1841, Upper Canada Academy provided what was really a grammar-school education. In 1841, however, the Academy obtained from the Legislature of the newly-formed United Canada a charter which entitled it, under the name of Victoria College, to confer degrees "in the various Arts and Faculties." The preparatory or grammar-school was continued until 1867, when Victoria began to confine its instruction to university subjects. It was under the presidency of the Rev. Samuel S. Nelles, and later of the Rev. Nathanael Burwash, that negotiations were conducted which resulted, in 1890, in the federation of Victoria with the University of Toronto. The construction of new buildings was at once begun on land provided by the University of Toronto. Two years later Victoria moved from Cobourg to Toronto, where it has carried on its work for nearly three score years, though as a university it is well advanced in its second century. See W. S. Wallace: *A History of the University of Toronto* (1927); and C. B. Sissons: *The History of Victoria College, 1841-1941* (Toronto, 1941).

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The first St. Andrew's Church at Niagara-on-the-Lake was built in 1794, destroyed by fire in the war of 1812, and rebuilt in 1831. The Reverend John Young came from Montreal as first minister of St. Andrew's in 1802. Besides attending to his clerical duties, he taught a class of thirteen pupils Latin, Greek and mathematics. The organ reproduced here was erected in 1875. The interior of the old church, with its graceful stairway leading to the lofty pulpit, its high windows, Doric pillars and elegant appointments, and its square old-fashioned pews, has much of the old-world charm, simple dignity and repose of a church of the eighteenth century which it resembles. In 1937, through the generosity of Thomas Foster, sometime mayor of Toronto, the church which had fallen into a state of disrepair, was restored, so that, allowing for the mellowing influence

of time, St. Andrew's now appears with its pillared portico, beautiful steeple and noble proportions largely as it was when first built. See Janet Carnochan: *History of Niagara* (Toronto, Wm. Briggs, 1914).

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The Métis of 1885 made their stoutest resistance at the village of Batoche, south of Prince Albert. They entrenched themselves in rifle pits dug into the slopes of the valley of the Saskatchewan River screened by underbrush and small trees. The Government troops had to advance over the open, unsheltered prairie, and on reaching the edge of the valley were exposed against the sky. This made them excellent targets for their hidden opponents, who were only driven from their shelters after three days of skirmishing which exhausted their ammunition. The line of their rifle pits may still be traced; it reveals how cleverly the rebels availed themselves of the contours of the ground. The houses of the village have disappeared, but the church and the priest's house still remain. The latter bears a mark of the fight in a windowpane pierced by a bullet hole, carefully protected by an extra piece of glass.

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The discovery of gold in 1858 in British Columbia, then known as New Caledonia, resulted in a rush of prospectors. Many of these came from California, "Forty-Niners," experienced in the quest in river beds, hillside gullies and mountain canyons. But many also were "Tenderfeet" from New England, Canada and the British Isles, attracted by the world-wide reports of fabulous wealth to be picked up in this Eldorado, reached by the Fraser River route. Only narrow footpaths or packhorse trails penetrated the region known as the Cariboo country, east of the upper reaches of the river. Thousands of prospectors struggled over the Cariboo trail. Many lost their lives, by snowslides, starvation, drowning, or falling over precipices.

In the fall of 1858 arrived a detachment of the Royal Engineers under Colonel Moody, and on November 19th the colony of British Columbia was created by royal proclamation, with James Douglas as Governor. He undertook to build a road into the gold country. In 1862 it was begun under the direction of the Royal Engineers, and before 1865 it was completed to Barkerville in the heart of the mining district. It was eighteen feet wide and over four hundred and eighty miles long; one of the finest roads ever built.

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The western settler reached his homestead on the unbroken prairie beyond the railway by means of a canvas-covered wagon, the "prairie schooner," somewhat resembling the Conestoga wagon of Eastern Canada.

He sometimes carried with him a tent, and slept in it if the ground was dry. When the country was swampy and the weather stormy he slept in the wagon.

On reaching his location his first care was to break sufficient ground to put in a crop. He set up a tall pole with a handkerchief tied to its top, and to it he directed the course of his plow. Then, turning his horses he drove a parallel furrow, alongside the first, back to his starting point, repeating the process until he had ploughed enough ground for his purpose. Not until his seeding was finished did he begin the building of a more permanent shelter. This generally was at first a rough wooden shack, which later was displaced by a one-storey house with walls built of the short logs of the small prairie trees set between upright posts. But it was the ploughing of the first furrow that really marked his occupancy of his homestead.

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The pictures by George A. Reid, "Mortgaging the Homestead" and "Foreclosure of the Mortgage," painted in 1890-1893, were not only admirable works of art, but social documents that reflect phases of the conditions of the period. Reid was born and spent his boyhood years on the farm and thus had personal experience of rural life. Many farmers suffered so severely from the "hard times" of the eighties and nineties that they were compelled to borrow money by mortgaging their property, and, being unable to meet the necessary payments, finally lost their homes to their creditors.

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The coach operating on Yonge Street between Toronto and Richmond Hill is now on exhibition in the Toronto Coach Terminal. It was in service for more than fifteen years, and was still in use when the electric radial line was completed in 1895. The Toronto Transportation Commission has published a leaflet giving an outline history of road travel in Upper Canada with interesting and valuable details regarding the vehicles used.

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Globe and Mail, Toronto (February, 1946), article by J. V. McAree: "Ralph S. Williamson, Brantford, says on the authority of J. E. McCoy, assistant chief car equipment, Canadian National Railways, and *Brantford Expositor*: World's first sleeping car, known in Brantford as the Prince of Wales' Car, was built by Buffalo and Lake Huron Railway Company in its Brantford shops, in 1859, for the Prince of Wales, afterwards King Edward

VII, to travel in when he toured Canada in 1860. This car was designed by Thomas Burnley, shop foreman. George Pullman, at that time engaged in moving and raising small railway depots, was an interested visitor in the Brantford shops. Later in the same year Pullman evolved his first sleeping car. The large carved crest (Prince of Wales' feathers) which adorned one side of the car now hangs in the local Masonic lodge room. This is the only piece of the car known to be still in existence."

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On May 24, 1881, one hundred and ninety lives were lost by the sinking of the steamboat *Victoria* in the river Thames about four miles below London, Ontario. The vessel, a stern wheel two-decker, eighty feet in length, with a very shallow draft, ran a ferry service to Springbank picnic park. She had an estimated capacity for four hundred passengers, which seems an excessive number for so small a vessel. On this occasion about five hundred and fifty persons crowded on board in the rush to get home. Shortly after leaving the dock, the vessel began to roll. The crowd rushed to one side, the overloaded upper deck collapsed, the boiler broke loose and the ship rolled over and sank. A monument on the north bank of the Thames marks the spot where the disaster occurred.

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Dr. Richard John Gatling (1818-1903), American inventor, became interested in perfecting fire arms at the outbreak of the Civil War. In 1862 he invented a machine gun which fired three hundred and fifty shots per minute. It was adopted by almost every civilized nation.

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STORE AND HOTEL STOVES: Here was the centre of discussion and gossip in small towns and rural communities. Here local news was disseminated, and here was the forum where public questions and the characters of public men were the subjects of earnest argument.

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I am indebted to Mr. A. S. Garrett, of Lucan, Ontario, for material concerning wooden windmills. He says: "The average windmill had a tower thirty feet in height, and wheel ten feet in diameter. The tower of the mill near Bridgen was shorter than the average." He informs me that it has disappeared within the past year or two, and that he knows of no other genuine all-wooden windmill remaining in Western Ontario.

Under the French régime in Canada the game of billiards was popular, though played somewhat differently than at present. Billiard tables were imported and installed in private houses of the gentry as well as in public halls.

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SNOWSHOEING: The snowshoe is the only device ever invented to facilitate walking over soft or deep snow; and it is quite likely that in spite of the mechanical knowledge of the age, nothing better or simpler will ever be contrived. Not even the ski, which has displaced the snowshoe to a large extent for recreation, enables the walker to move over snow-covered flatland with the same ease and rapidity. The Eskimos and Laplanders use the snowshoe exclusively, as do tribes in the frozen wastes of northeast Asia; and of course to the Canadian Indian it has long been an indispensable means of winter travel, for the hunt and for making the rounds of his winter traps. A short broad shoe is preferable for the forest, or for long tramps on soft snow. The Indian's shoe was always broad, adapted for the chase that of the Sioux, pointed and turned up in front; that of the Chippewa, square-toed and flat. Moccasins are worn on the feet.

At one time snowshoeing, like skating, was one of the finest and most popular of winter pastimes, and snowshoe clubs for many years were active in Montreal, Toronto and other centres of population. Donning white and scarlet-tipped blanket coat, scarlet stockings, white knickers, scarlet sash around the waist, neat-fitting moccasins on the feet, and blue worsted *tuque* with scarlet tassel instead of a cap, the snowshoer, singly or in procession, by daylight or torchlight, presented a colourful, animated and picturesque sight. See W. George Beers: *Over the Snow* (Montreal, Drysdale, 1883).

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Curling began in Canada at Quebec in the last years of the eighteenth century, though it was 1807 before the first club was organized in Montreal. Among the earliest curlers were Scottish officers of the garrisons who resorted to curling as a means of relieving the tedium of military life. Matches were played on the St. Lawrence River. In 1835, a notable match between the two cities of Quebec and Montreal (perhaps the first inter-club match in Canada) was played on neutral ice at Three Rivers.

The records of the Montreal Club state that, in 1837, "there was no club dinner because of the insurrection." In spite of the rebellion, however, there was considerable curling "on a new artificial rink made of

wood and put up under cover in the St. Anne suburb near the Lachine Canal." This was probably the first closed rink in Canada.

The first curling club in Upper Canada was likely that formed at Kingston in 1820. As early as 1829 curling was played at Toronto on the Don River, though the first Toronto club was not formed until the winter of 1836-1837. The Humber River, the Grenadier Pond in High Park, and the Bay were also used by Toronto curlers in late years. Several of the pioneer clubs of the province were formed in the "Huron Tract." Other early clubs in Upper Canada were those at Fergus, Galt, Perth, West Flamborough, Niagara, Scarborough, Newmarket, Dundas and Milton.

For the original granite stones, used here and abroad, several substitutes have been employed. In the very early days of curling at Fergus, Galt and Guelph, blocks of hardwood, usually maple or beech, were used. At Fergus these blocks were sometimes loaded with lead in order that they might be approximately equal in weight. Iron handles were inserted into these blocks. In Quebec and Montreal, bell-shaped irons, weighing from sixty-five to eighty pounds, were commonly seen.

The rules of curling, like those of lawn bowling, have changed but little through the years. The main object of the curler is to get his stone as close to the "tee" as he can, and to keep it there until the end has been played. The length of games has changed considerably, however. Some clubs played three-hour matches. With the early Toronto Club (now Victorias), a certain number of shots, as 7, 13, 21, or more, usually 31, signified the end of a game. See John Kerr: *History of Curling* (1890), and *Curling in Canada and the United States* (1904); E. C. Guillet: *Early Life in Upper Canada* (1933); John A. Stevenson: *The History of Curling in Ontario* (1950); W. A. Creelman: *The Story of Curling* (1950).

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The Royal Canadian Yacht Club of Toronto (originally the Toronto Yacht Club) has had no less than nine "homes" in a period extending from 1852 to 1950. The first clubhouse (1852-1853) was a small brick house belonging to Sir Casimir Gzowski. It stood near the head of his wharf on the site afterwards occupied by the Union Station, between York and Simcoe Streets. The present clubhouse is situated on Toronto Island reached by the Club's private launch. Twice at least the R.C.Y.C. clubhouse has been destroyed by fire. The town club at the foot of Simcoe Street (1896-1906) replaced one built in 1894 and burned in 1896. Again, the Island club, replacing the one burned in 1896 (and rebuilt that year), was in turn burned in 1918, and its ruins were occupied by the members of the Club until the present Island clubhouse was built in 1922. A trophy offered for annual competition by the Club is the "Canada

Cup," one of the most eagerly contested prizes among fresh-water sailors, both in Canada and the United States. See C. H. J. Snider: *Annals of the Royal Canadian Yacht Club, 1852-1937* (Toronto, 1937).

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WESLEYAN LADIES' COLLEGE, HAMILTON: The building was originally occupied by the Anglo-American Hotel. It contained 170 rooms, much too large for the Hamilton of that day, and consequently proved an unprofitable venture. It became a young ladies' boarding and day school, and in 1861 it was opened "for the education of female youth . . . in various branches of literature and science upon Christian principles," with the Rev. Samuel D. Rice as governor and chaplain, and Miss Mary E. Adams as lady principal. Its curriculum covered the equivalent of two years of university work, and its graduates could enter the third year of Victoria College.

The college at Hamilton was open to all denominations, and more than two thousand young women attended its various courses of study, forming a body of liberally educated women whose influence added greatly to the cultural life of Canada.

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In 1903-1906 Captain Roald Amundsen, a Norwegian (later the discoverer of the South Pole in 1911), made the voyage from the Atlantic to the Pacific by way of Bering Strait, in his little ship, the *Gjoa*. In 1942 the Royal Canadian Mounted Police schooner *St. Roch*, under Sergeant Henry Larsen, became the first ship to make the passage from west to east in one continuous voyage. She reached Sydney, C.B., nearly twenty-eight months after leaving Vancouver, B.C., having been locked in the ice on the west coast of Boothia Peninsula from September, 1940 to August, 1942.

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