

# **HISTORICAL REVIEW 7**

**1988 - 1989**



**COBOURG AND DISTRICT  
HISTORICAL SOCIETY**

EXECUTIVE 1988-1989

Past President	Barbara Cameron
President	Moira Hayes
Vice-President	David Flindall
Treasurer	Tom Hawke
Recording Secretary	Dennis Clarke
Corresponding Secretary	David Lester

COMMITTEE CHAIRPERSONS

Programmes	Peter Tulumello
Programme Assistant/ Publications (Historical Review)	Jim Leonard
Archives	Marion Hagen
Membership	Jane Greathead
Publicity	Doug Gear
Newsletter	Charlotte Cockerill
Cultural Centre Liaison	Peter Delanty

**Cover Illustration:** This is a rare photograph (circa 1885) of the staff of the Cobourg Car Works, owned by James Crossen. Crossen is the bearded gentleman standing in the front foreground, on the right hand side. This archival photograph is one of several of the factory, in the collection of the Art Gallery of Northumberland.

photograph used by permission, Art Gallery of Northumberland.

Cobourg & District Historical Society  
P.O. Box 911  
Cobourg, Ontario  
K9A 4W4

© Copyright, Cobourg & District Historical Society, 1989  
All Rights Reserved

## HISTORICAL SOCIETY PROGRAMME 1988-1989

**September 27, 1988**

SPEAKER: Hugh MacMillan Page 1  
*"The Manuscript Sleuth"*

**October 25, 1988**

SPEAKER: William Goodwin Page 9  
*"Sir John Murray"*

SPEAKER: Ron Flindall Page 18  
*"John Morris Flindall - The Uncommon Man"*

**November 22, 1988**

SPEAKER: Larry Kavanagh Page 32  
*"Restoration Techniques - George Brown House " - Slide Presentation*

**January 24, 1989**

SPEAKER: Jim Leonard Page 35  
*"Thomas Curtis Clarke - An Outstanding & Forgotten Civil Engineer from Port Hope"*

Also on the programme was Port Hope Mayor Donald Chalmers. Mayor Chalmers spoke on the progress of the Canadian Firefighters Museum being established in Port Hope. Allan Gallagher, President of the Roseneath Carousel Restoration, spoke on the current progress of that project.

**February 28, 1989**

SPEAKER: Barbara Cameron Page 50  
*"Lachlan Burwash" - Slide Presentation*

Also on the programme was David Frei, a Grade 8 student from Dale Road Public School, Cobourg, who participated in the Board of Education History Fair. Another Dale Road student, Jacqueline McDonald, provided an interesting display on local churches. Page 57

**March 28, 1989 - FILM NIGHT**

*"The Much Defended Border"*

*"Turn of The Century"*

**April 25, 1989**

SPEAKER: Peter Tulumello Page 59  
*"James Crossen & The Cobourg Car Works " - Slide Presentation*

## The Manuscript Sleuth

Hugh MacMillan

Hugh MacMillan, Liaison Officer with the Archives of Ontario, gave the Historical Society a colourful account of his extensive travels searching for important documents and manuscripts. He also noted that the Ontario Archives is now expanding its role in public outreach. Items Hugh MacMillan has tracked down, range from postcards to barbed wire and from diaries to military vehicles. He truly deserves the title, "Manuscript Sleuth".

I'm glad to see the Cobourg & District Historical Society is involved in so much. I really got started in this business in 1964, in our local historical society. Many good things have come out of the work of local historical societies.

I come from eastern Ontario; Glengarry County, which some people call the "Buffer Zone between Upper and Lower Canada". Its the smallest county geographically in the province. It is also the smallest numerically. The population today is around 22,000 people. It was about that 150 years ago too. There have been a lot of people leave the County of Glengarry. Some of them actually came to Cobourg.

I moved back to Glengarry from British Columbia in 1951 after I got married. I have had a rather strange background. I am not a professional historian nor a professional archivist. I'm one of those people whose been a sailor, agent for a hypnotist, (The Great Orlando), a farmer, I sold insurance, I've been a freelance writer; a lot of different things.

I have always been interested in history however - as a vocation. I have been interested firstly, in the history of my own family and also the history of Glengarry County where my people settled almost 200 years ago. In 1793 to be exact.

My talk tonight really is quite informal. Its also full of digressions. One of the principle points I will try to stress relates to the role of the Archives of Ontario.

Many years ago I discovered that there was no mystery about archives, and very little there in the way of even mildly eccentric behaviour. I soon realized that being considered

somewhat peculiar had a distinct advantage. I could operate more freely while people were occupied watching for any eccentricities. I took any advantage I could get! Being naturally inquisitive and of a "pioneering" nature, I created the role of Documents Collector, taking Brymner, Doughty and Mitchell as my models. Douglas Brymner was the first Dominion Archivist, appointed in 1872. He was succeeded by the colourful Sir Arthur Doughty. James Mitchell, former newspaper editor from Goderich, was Doughty's collecting agent for Ontario. Since Mitchell died the year I was born, some people believe that I'am his reincarnation.

I began at the Archives of Ontario in the Newspaper Collection and within six months, began collecting documents and giving lectures. Over the years, I've developed an extensive contact list, but even at the best of times, collecting is a chancy affair and I'am afraid the success ratio is well below fifty percent.

I have seen several changes in the Ontario Archives since I started 24 years ago. When I started, the idea of regional archives was very much discouraged. But not by me. I was always in favour of them. Unfortunately there wasn't much money available at that time for that sort of thing. Today there is more money. To bring items back to Toronto or to Ottawa was the thrust then; not to Cobourg - not to Glengarry County, not to Kenora or anywhere else. That really isn't so bad if you live in Cobourg or if you live in Guelph. But it is quite a difference if you live in Kenora or Glengarry County. With Maquat and William Ormsby, two previous Archivists of Ontario, this was the standard Archives policy.

This policy dramatically changed when Ian Wilson took over. I understand that he spoke here last year - in the winter I think. He has a totally different approach. Ian Wilson used to be my principle competition for manuscripts when he was an archivist with Queen's University. He was one of the only real competition in the province outside the Archives of Ontario. That has all changed now too. Now we have archives scattered all over the Province. There is something on the order of 150 organizations that claim to have archives in this Province. In my opinion some of them are marginally acceptable at best. I would not say they have things in shoe boxes, but very close to it. That certainly is not good enough.

We at the Archives of Ontario are now in the process of giving things back to local archives that come up to certain minimum standards. I think this is a very positive change,

since we have such a horrendous space problem. Recently we received the Eaton Archive Collection. Much of it is stacked in boxes in the corridors of our 11 storey building. So we are giving things such as newspapers, back to the local institutions. There are an increasing number of local archives actively building collections in their own area and when we give things back, we are certainly going to have them microfilmed first at the very least.

The Ontario Archives are now also doing more field work. Ian Wilson asked me to go around the Province and explain the Archives' new policy to the public. We are also planning public exhibits and we have started a publishing program. Some of you may have seen Legacy. This will be telling some of the stories of the history of the province. So I think there are some new and rather exciting things going on.

This does not of course take away from the work of the two previous archivists, Ormsby and McQuat. They were both highly competent archivists but rather shy and introverted. Things like this were just not done. Now we want the Ontario Public Archives to play a bigger role in local communities. If you agree with what I'm saying, (that the Archives should be playing a bigger role in your community) then write a letter of support to your elected representatives. We would appreciate it if you would.

Now for the next half hour I just want to show you some examples of the things that are around the Province if you are nosy and curious enough and go looking, the way I have. Almost everything I have brought here tonight, are copies of letters, diaries or pages from them, or a picture, a poster, a newspaper, a front page spread. Any time I have discovered something that strikes me as unusual or bizarre, I have a copy made of it. I have it encapsulated in plastic as well.

The whole thing about acquiring manuscripts and documents here in Cobourg or anywhere, hinges almost entirely on having an enquiring turn of mind. You have to be constantly asking questions and sifting bits and pieces of information, and correlating this information. I have an address book with about 1500 to 2000 names in it. It used to be much thicker than this. But before Christmas I bought a computer and I've done a lot of work on it. I have all these names indexed and cross referenced. I usually make a notation about why they are in the book and what their particular area of interest is. Its this seemingly meaningless information that pays off over the long haul. Computers can link and collate this information and some common point of interest usually

emerges.

My computer program, which is called "First Choice", talks about "dirty, dusty government documents". I have written the company that produced the program and complained about that, because it gives the idea (which is all too popular) that all old papers are dirty and dusty. Well they may come to an archive that way but they don't generally stay that way. This is the unfortunate image archives have to endure.

Since we have a very mobile society now, documents and manuscripts can appear almost any place. Things to do with Cobourg can turn up in Mexico, they can turn up in Europe. Things move around! In the case of letters and diaries for example, thousands of letters were written back in Europe, England, Scotland and Ireland and many of them could have described what was going on here in Cobourg in 1832 for example, and its getting at this sort of material that is the trick. Its never easy; however it is a challenge. Today, with historical societies getting more involved in projects, it is an excellent opportunity for them to dig up more of this historical information to do with a particular community or a particular family - to get to some of the things that turn up around the country.

Some of the categories of documents that turn up include posters, broadsides and newspapers. I would like to quickly mention some of them to give you an idea of what exists out there. One is a newspaper; the "Dorset Drain Pipe". It claimed to be the smallest newspaper in Canada, published in Dorset in 1915. I will admit it is a very small paper - two pages.

I also have the Rules and Regulations of the Glengarry Telephone Company for 1907. There was only a couple of dozen people at that time, to actually own a telephone. On the other side of the book appear the rules and regulations and I will just quote a few of them: "Outsiders will not be permitted to run in and use the telephone", "Always hang the receiver up with the ear-piece down; this keeps dust out of the ear", (a practical suggestion), "Three minutes is a goodly time to talk business-you should also satisfy those socially inclined", (I wonder who that was aimed at).

I also have a marvellous title for a newspaper published in the trenches during the First World War, called, "The Dead Horse Corner Gazette - A Monthly Trench Journal of Breezy Comment". The big topic of discussion in one issue, was the fact that the command was trying to cut the troops rum

rations. This was not a popular move I assure you! This past winter I was talking to some military historians in Ottawa who had heard of this journal but had never seen a copy. So this is a rare item. It actually turned up in Northern Ontario.

I also have a poster advertising a very improbable event - a Buffalo Hunt in Niagara Falls in 1872! I would suppose that the buffalo disappeared in Niagara Falls a couple thousand years ago. The promoter hired Wild Bill Hicock, the American gunman, Buffalo Bill Cody, and Texas Jack to bring a whole train load of buffalo to Niagara Falls. This is really such a crazy, bizarre story I will only touch on it, since I plan to devote a whole chapter on it in a book I'am writing. The chapter is really about the Barnett family. The Barnetts started what purports still, to be the oldest museum in North America, founded in 1828 - that is open to some question however. Its also in the Guinness Book of World Records as the only museum in North America that was housed in a former brazier factory. It was located in front of the bridge crossing the Niagara River to Niagara Falls, New York. Anyway, Barnett tried to stage a buffalo hunt. Instead of bringing a train load of buffalo, the trio, Cody, Hicock and Texas Jack, brought only a half dozen of the animals, which resulted in a huge fiasco. Barnett had even hired a bunch of local "indians" and re-trained them in hunting and riding horse-back, and to shoot bow and arrow. He billed this hunt as a major spectacle and pre-sold thousands of tickets. Of course the show never came off and Barnett was forced into bankruptcy. The sad sequel is that Barnett ended up selling Bibles in the Amazon River - and some people think Ontario history is dull!

I have collected a few advertisements from papers over the years and some of them are rather amusing. The "Upper Canada Gazette" for 1821, has a notice to the Clergymen and Magistrates of Upper Canada to beware of a "Not-Married Woman by the name of Nellie McCarthy - whose maiden name was Sweeney and was married already", (she had changed her name). A description followed stating that she is "by nation - Irish and of the vulgar sort...she speaks bad English...about middle size and in a forward state of pregnancy". Imagine having something like that published about you!

An ad in the "York Gazette" in 1841: "Wanted a Wet Nurse with Guaranteed Capacity". I don't know if they were successful or not.



I have found the only known reward poster for the murderer of Darc'y McGee - a \$10,000 reward. It turned up in Renfrew. This reward poster was printed on the 7th of April, 1868. The person who collected it was the postmaster in Richmond Hill. I got these from the postmaster's great grandson in Renfrew. It was issued on April 7, 1868 and arrived in at the post office in Richmond Hill the next day. This is certainly as good as the post office can do today!

I keep close contacts with private collectors and thank God they are around. Museums and art galleries are often the recipients of some imaginative collecting by private individuals. People collect all sorts of things - barbed wire, postcards; all sorts of things! I know one guy who has collected over 2,000 corsets and braziers! Books are also a big attraction to collectors. I have a picture of a room full of books, books and more books if you look closely at it. The gentleman who has collected them has them in his present house in the Hamilton area. I would think that he has collected over 90,000 books and maybe even 100,000! All of which are stored in a medium size house. He used to have a wife. I guess she didn't like books as much as he did.

This sometimes happens with collectors. I know someone who collects canoes. He used to have a wife too. In many cases collecting becomes an obsession. The man with the 90,000 books just cannot stop collecting books. He thinks the rest of us just don't read enough!

I have a friend who has collected military vehicles for a long time. He turned his entire collection over to a military camp in Manitoba. He is one of the few collectors I know who would say "I will collect such and such"; go out and do precisely that and then give up collecting all together (being at the stage where he had everything he wanted). Most people never get to that stage, but he was one that actually did. He set out to collect one of every vehicle made in Canada during the Second World War. Canada produced over 900,000 military vehicles to resupply Britain after their evacuation at Dunkirk.

One of the great disappointments in my career was the discovery of the so-called "Finnish Records". In 1974 a lawyer in Thunder Bay told me that a Finnish logger-pro prospector had died and left many rare broadsides and pamphlets relating to left-wing labour activities at the Lakehead during the Depression. I was told that the logger's filing system was somewhat unique. But still, I went out to the farm twenty miles west of Thunder Bay where the papers

were stored.

What I found was that the "diabolical" Finn had packed fifteen forty-five gallon oil drums with peanut butter jars, mason jars and pickle jars, each full to the top with crumpled paper! While the method certainly kept the rodents and the rain out, there was little else to commend this system. I spent the next two days unscrewing lids and flattening out bits of paper. Far from priceless, rare left-wing pamphlets, they were sales receipts, cigarette papers and trivia. I was chastened. I keep one of these full pickle jars on my desk. I never did get anything from this collection. I have seen papers stored in everything from cornflake boxes to incubator trays.

It pays to keep a sharp eye out...One of my early recoveries of 19th century Quarter Session records was in the attic of the Brockville Courthouse. I had been assured by a county official that there was nothing up there. I uncovered literally, 28 wooden cases of early municipal records (prior to the 1840's) buried under two feet of pigeon dung. I had to buy a shovel and put its cost on my expense account, but the accountant had no sense of humour or mission but finally wrote it off.

Sometimes no amount of perspicuity, diplomacy or charm is enough. For several years I tried to meet a talkative lady who had Baptist Church records from 1810 on. She required the exercise of all my powers of persuasion to establish the proper formal intimacy and to allay suspicion of "foreigners". She invited me to see her papers, but made it clear that I could not have them, at least not yet. The directions to her farm ended with, "You can't miss it because there is a large bear cage on the front lawn, but its empty."

She explained that during the Depression they found an orphan bear cub which they fed and put in a cage to attract passers-by to stop and buy produce. The bear died and they sold the business, and "things have not been the same since the bear died". In keeping with relatively low success rate of collecting, she never did give me her papers.

There is much more to archiving than being an eccentric collector. The archivists who process collections do the real work. The researchers seldom wonder how the material arrived on the shelves or who processed it. My colleague David C. Mearns was a successful acquirer for the National Archives in Washington for many years. His definition of a successful acquisitions program is also mine:

To be successful an acquisitions program - particularly in the field of manuscript - must be imaginative, constant, aggressive, patient, prepared for protracted negotiations, definable, flattering and fun.

This talk I think gives you an idea of the crazy sorts of things that go on in this business. I hope you have enjoyed some of this bizarre tale. Thank you.

Note: Portions of this text used by permission from Archives of Ontario, Legacy, Vol.1, No. 2, 1988.

Sir John Murray

William Goodwin

William Goodwin outlined his research into the life of renowned oceanographer Sir John Murray, born in Cobourg in 1841. Mr Goodwin outlined John Murray's voyages of scientific discovery from England, particularly on the Challenger Expedition and his 18 year task of collating the massive amount of research material garnered on this voyage. Murray's work resulted in 50 volumes which comprise the basic material of the study of oceanography. John Murray was the recipient of several honorary degrees. Interestingly, when the University of Toronto conferred honours on him in 1899, it received no mention in the Cobourg press. John Murray became a Knight Commander of the Bath in 1898 and died in 1914.

I would like to take this opportunity, not only to introduce you to my pet topic...Sir John Murray. I would also like to give some background as to the influences that directed him, in his life.

It is one of the tragedies of our existence that few people are recognized in the place of their birth. We may think of exceptions; Shakespeare and Stratford being an obvious example. Cobourg has done well to recognize Marie Dressler; a lesson many other towns may take note of. Sometimes the glory of the person's reputation exceeds that of his birthplace. Few people associate the village of Burnham Thorpe in Norfolk with Lord Nelson.

If the person's reputation is in any way esoteric, it is a sage bet that his or her hometown will ignore them. Several years ago I was in the City of Sheffield in England and inquired at the Art Gallery there, if they had any paintings by Varley of Lismer, of the Canadian Group of Seven. I was rewarded by blank stares. This in the very city that was the birthplace of both of these remarkable artists; the city where they had gone through high school and the city where they had studied art.

It goes without saying that I did not discover Sir John Murray in Cobourg, but rather in one of those glorious, secondhand bookstores that seems to be prevalent in England. Some time ago I was working there at a salary a CUSO worker would reject and went into the store as a source of cheap entertainment (I am a confirmed bookworm). I was exploring the bargain tray of new books when I found, The Voyage of the Challenger, by Eric Linklater. When in the notes on the major scientists it mentioned that John Murray was born in Cobourg in Canada, and had studied at Edinburgh University, I was intrigued. I was also hungry and thirsty and had little more than the L1 purchase price of the book in my pocket.

One of the oldest struggles of human nature is between the needs of the body and that of the soul. There that day was a personal battle in that saga. The result is known to you, for if the struggle had gone the other way, I would not have the pleasure of speaking to you tonight.

The early years of the 19th century brought a flood of settlers to this country. They came from all over Europe, but predominately from England, Ireland and Scotland. Sir John's father appears to have been in this flood of new settlers, but rather than take up a grant of land or attempt to move west, he settled in Cobourg, where he found employment in the town. He is variously described as an accountant or as a postal clerk. The latter may be more accurate. His wife, who came with him, was the former Elizabeth MacFarlane, and they had a young family. As far as I can discover, they settled in Cobourg in 1837, but I have been unable to find any place of residence where they may have lived.

John was the second son of this family and was born on March 22, 1841. The timing can hardly have been more propitious. Born at the start of the steam age, the Victorian era, the age of discovery and when interest in new lands, place and events were at an all-time high. Colonization was at an all-time high in not only Canada, but in Africa, New Zealand and Australia.

It was also the start of the Age of Communications. Steam travel had drastically reduced the time of travel. In England, Rowland Hill had introduced the Penny Post Act - the foundation of the post office. We do pay somewhat more for our letters now. Technology was starting to enter the existence of every man.

To the young John Murray, all the excitement of a growing land must have been present about him. Nowhere would this have been more so than at the harbour. The roads of Upper Canada have been well described by Edwin C. Guillet. Herriman's Hill in particular, between Colborne and Grafton, comes in for adverse comment. The stagecoach would not have seemed as attractive to any growing child as the arrival of a boat, for it was the lake that was the great highway of the time.

That hustle and bustle at the harbour has only been recently revived, but has been well captured by Bartlett's print. A growing youngster walking through the crowds would have become well acquainted with the boats and with the constant anxiety over the length of the navigation season. The talk and concern over the lake conditions would have been familiar to him. In the winter, the conversation may well have shifted to the prospect of a new season. Young John would have been as fascinated as any child by the ice hills on the West Beach. He would have witnessed the ever-changing, ever-familiar patterns of the Lake and come to know its various moods.

There is every indication that many of the traits we demonstrate in later life are those we develop as children. So it must have been for young John. The opportunities for exploration, for the study of wildlife, the fascination of fishing all were available to him here. It is little wonder that so much of his later life was spent with a small company of others in some of the most remote areas of the world.

Like any young man growing up in a port, and Cobourg was a port in those days, far more than anything else, he would have been familiar with the changing moods of the inland sea. A later biographer has suggested that it was the experience of a transatlantic voyage that stimulated and directed John Murray's interests to the study of the oceans. I would suggest that the seeds of this interest were sown much earlier in his life - here in Cobourg.

He, however was the son of Presbyterian parents, and in all probability followed quite a traditional up-bringing; attending local schools - including a year at Victoria College when he was seventeen.

His parents, like many of the immigrant families, had very little confidence in post secondary education available in Upper Canada. The universities, as such, were young, poorly established and more oriented to the arts than to the

sciences. Scotland, far more than England, had a long history of university education with long-established universities at Edinburgh, Glasgow, Dundee and St Andrew's. It was also relatively cheaper to attend and admission was far more oriented to ability than to social status. Without being disparaging to Upper Canada, one should remember that at this time in England, there were but four universities: Oxford, Cambridge, Durham and London. The last two were less than thirty years old, while the first two had a long tradition of privileged admission.

There is no doubt however, that for John Murray's parents, to have taken such an extraordinary step and send him to university abroad, they must have recognized the ability that their son possessed. They must have also recognized a maturity in their son to make such a journey.

After travelling from Cobourg to Kingston and thence to Montreal on the newly opened Grand Trunk Railway, John Murray would have taken a ship at Montreal. Those who have made trips by sea (some will have happy memories; others not so) cannot fail to have remarked on the vastness and the scale of everything, from the mighty St Lawrence estuary to the breadth and majesty of the Atlantic Ocean. That seed which was planted in Cobourg can only have taken root and flourished on the long ocean crossing.

John Murray was not an average student. He had no respect for the tedious discipline of examinations and little wish to acquire the decoration of degrees. Enrolling first in medicine, he studied literature, anatomy, chemistry and natural history and was seen at lectures in law and in theology. The most powerful academic influence on him seems to have been a Professor Tait; a physicist. This was not the recommended course of study unless one possessed an instinctive genius, a physical robustness, exceptional self-assurance and an aptitude for getting one's own way. One might add also from later experience, a shrewdness to earn large profits. The summers he often spent with friends, dredging the shallow waters of Scotland's Atlantic coast.

His academic career earned the somewhat hypocritical condemnation of Robert Louis Stevenson, for failing to pursue studies in an orderly, purposeful and profitable fashion. Murray was however, a practical man and following his graduation, devised and constructed the first practical thermometer for recording temperature at any depth in the water.

John Murray began to explore his new country and also in 1868, took passage on a whaler to the Arctic, visiting and exploring the isolated islands of Spitzbergen and Jan Mayen. Murray served as naturalist and surgeon on board ship, taking many ocean samples and collecting data.

It is probably these experiences which recommended him to the Challenger Expedition. In the late nineteenth century, Great Britain, like many other nations, was in the process of colonial expansion. Many islands were annexed, especially those strategically placed which could act as naval bases. There was also a need to explore the oceans so as to devise and improve more effective means of reaching the colonies. This as well as the thirst for knowledge, was the impetus for expansion.

There had been very little in the way of extensive study of the oceans prior to this time. The American, Maury had produced a chart for mariners of the ocean currents, so that the time spent on long voyages could be reduced. Wyville Thomson, had already undertaken several short pioneering studies. Britain, because of its long naval tradition, was well equipped to support such an oceanographic expedition as Thomson's. It had at the time, a considerable number of small, obsolete wooden warships that were sound and in excellent mechanical condition. The launching of the French iron-clad *Glorie* and the British *Black Prince* and *Warrior*, had heralded a new age of naval construction and of re-equipment. Many ships could be sold to smaller nations; many could be sent to patrol the newly acquired colonies, but there still remained such as the *Challenger*, a corvette of approximately 2000 tons larger than the *Beagle* of Sir Charles Darwin.

The *Challenger* (a steamship) was stripped of practically all offensive capability and in the gun rooms, magazines etc., were built the laboratories and sleeping spaces that a crew of scientists would require. Many other pieces of scientific equipment such as a winch were also fitted. The *Challenger* had an auxiliary steam drive which was to prove useful in taking soundings by keeping the vessel steady. The method of lowering a cannonball on a long line was extremely laborious, especially when depths in excess of three miles were regularly being measured.

The leader of the expedition, as Chief Scientist, was Sir Charles Wyville Thomson. He and his five fellow scientists were referred to by the crew as the "philosophers". John Murray was not one of the original scientists chosen for the



expedition, but was only invited to join when one of the original scientists found it impossible to go. On the recommendation of Professor Tait, in whose laboratory Murray was working, he was invited by Wyville Thomson to join the team as a substitute and for a salary of \$200 per year.

Sailing late in 1872, the ship crossed and re-crossed the Atlantic Ocean before reaching the Cape of Good Hope. The Challenger was the first steamship to cross the Antarctic Circle. It visited every ocean, every continent (save the Arctic) visited Japan, St. Helena, Ascuncion and finally, after three and a half years and 69,000 miles, returned to Spithead in England.

Hundreds of soundings and dredgings of the ocean floor were taken often under the most adverse conditions. The Challenger was not a stable ship, rather the reverse and in a gale it was recorded to have rolled 52 degrees to the port; 46 degrees to the starboard.

The voyage was obviously not without hazard. Of the 243 on board at the start of the voyage, only 144 remained: 7 died (including one of the scientists), 26 had been invalided, 5 had gone with the Challenger's first captain on an expedition to the Arctic and 61 had deserted generally to the gold fields of Australia or the diamond mines of South Africa. It is remarkable that during the long and dangerous voyage, the division between the crew and scientists did not become more bitter.

The amount of information, the number of samples and new species discovered on this voyage were colossal. In full, over 4,700 new species have been ascribed as being found on this voyage, or about four per day on average. The results of one trawl alone produced 28 new marine species!

John Murray became assistant curator of this collection and began the task of helping sift the data and compile the findings. He had the title of Chief Assistant in the Challenger office in Edinburgh.

The illness and subsequent death of Sir Charles Wyville Thomson in 1882, brought John Murray's recall to the Challenger office as being in charge of collating all the data and material. This labour took him the better part of the next 13 years. He edited the 50 volumes of the "Findings Of The Challenger Expedition".

The funding for the office ran out in 1887 and while Murray was thus effectively out of work, he showed some of his pragmatism. A colleague from the Challenger had sent him a rock from Christmas Island in the Indian Ocean for analysis. The analysis revealed a high phosphate concentration. At the time this was crucial, as the benefits of fertilizing agricultural land was beginning to be appreciated. Supplies of phosphates were all but unobtainable for this purpose. At John Murray's suggestion, the British Government annexed Christmas Island. Probably just to make sure, they annexed the one in the Pacific Ocean as well. The following year Murray, in conjunction with a gentleman called Coos, of the Keeling Island in the Indian Ocean, leased Christmas Island. Over the next several years the money paid for the costs of the Challenger Expedition research.

John Murray remained single until he was 48, when in 1889, he married Isabel Henderson, the daughter of a Scottish ship owner. All indications are that he was a devoted husband and model father to his five children.

The massive reports of the Challenger Expedition were financed not so much by the British Government, but by John Murray's personal wealth. He was not a man who could tolerate or appreciate red tape. He liked to have his own way and often he got it.

The success of the Challenger Expedition and the attention that is gained, meant many honours for John Murray. He was awarded a Ph.D. by the University of Jena in 1885. Honourary doctorates were granted by the University of Edinburgh in 1888 and by the University of Toronto in 1899. In 1896 John Murray was made a Fellow of the Royal Society and in 1898 was created a Knight Commander of the Bath (Sir John Murray at last!).

Even following the Challenger Expedition Murray was not an idle man. It is recorded that he visited Christmas Island after its annexation. He also surveyed the Scottish freshwater lochs from 1897 to 1899. As his wealth increased, he was able to finance many private expeditions. In his seventieth year he led an expedition to the North Atlantic which examined the Saragasso Sea, amongst others areas. Sir John devised more efficient ways of trolling for specimens in deeper water on this expedition. The book written by he and fellow scientist Jan Hjort, Depth of the Sea, has been widely acclaimed and has been quoted as one of the classics of oceanography.

For a man of such considerable energy, it seemed unlikely that he would simply lapse into old age. His manner of death was traumatic, as he was a passenger in a motor vehicle accident; the car was being driven by his daughter. Sir John Murray died at the age of 73.

In review, may I summarize some of Sir John Murray's major achievements:

1. While not the founder of oceanography, the work on the Challenger Expedition represents the first scientific, systematic study of the oceans
2. He determined that the ooze on the bottom of the ocean was actually the remains of diatoms (microscopic creatures)
3. He discovered and described many new species. Among the species that bear Sir John's name are a colourful pigeon, a long-legged crab and several fish of incredible ugliness
4. In addition to the Challenger reports, he was the author of many scientific books
5. Sir John helped determine that life was present in all oceans and at all depths and that the ocean temperatures reached and remained a constant at great depths.
6. He provided the finance and stimulus for others to follow in the study of the sea
7. Sir John Murray also founded two Marine Research Laboratories, one at Granton and the other in Edinburgh

Canada Post has been asked to provide a commemorative stamp to celebrate the sesquicentennial of Sir John Murray's birth. Letters of support have been forwarded from local MPs, MPPs,

the Cobourg Town Council and yourselves. I'am gathering signatures for a small public petition. I have also started correspondence with oceanographic institutes all over the world. Support has also been sought from prominent Canadian institutions and personalities.

J.M. Flindall - The Uncommon Man

Ron Flindall

Ron Flindall spoke on the life and work of his great-great-great grandfather, James Morris Flindall, who emigrated to this area from England, after the War of 1812. J.M. Flindall was a talented author active in London's literary circles and radical movement. He also became a successful farmer, brewmaster, journalist and school teacher after coming to Upper Canada. Ron Flindall painted a vivid portrait of a multi-facted man who is described in greater detail in his recent book, J.M. Flindall - The Uncommon Man.

Firstly, I would like to point out that I am not a historian and neither am I a public speaker, so please bear with me.

What I am, quite simply, is an investigator with an interest in writing and photography...and as of 2 1/2 years ago, an interest in my ancestry - or to be more precise, in one particular ancestor.

His name was John Morris Flindall. He was my great-great-great grandfather and he was the first Flindall to come to this country. He emigrated from England, immediately following the War of 1812.

My investigation took 2 years and travel in 2 countries to complete. It was without a doubt, the coldest trail that I have ever had to follow. But in the end, it turned out to be the most interesting, enjoyable and personally rewarding investigative research that I will probably ever do! So, it was well worth it! (Of course, the resulting book and its success was an unexpected pleasure too...but that's another story.)

Ladies and Gentlemen, I have been asked here tonight to relate to you what I have discovered about our past. I refer to it as "OUR" past because I firmly believe that what I found concerning my own ancestry is typical of the ancestry of all of us. Unfortunately, the time allotted tonight is not sufficient to relate all aspects of my project, so what I hope to do is sort of brush over it lightly - give you a thumbnail biographical sketch of my subject and hopefully,

leave you better informed as to the life that your own ancestors might have led.

As I've already said, his name was John Morris Flindall (J.M.F.) and he came here right after the War of 1812. An added bonus, for me as an investigator, came in the fact that he had been a writer.

J.M. was a bookworm from birth and in his adult years, was a journalist, writer, bookseller and the author of two books (which I was eventually able to find). By the time my investigation was complete I had accumulated somewhere in the excess of 600 pages of his work, and over 300 of those pages were original, handwritten, first-draft material. Suffice it to say -I have come to know him rather well.

Two hundred years ago, England was a country constantly at war and plagued by death, disease and barbarism. London seems to have been dominated by the waste of life. Sanitary conditions were almost non-existent; no sewers, open ditches and cesspools, burial grounds with poor holes (communal graves) not filled in, filthy lodgings, overcrowding, a general lack of cleanliness among the populace, intemperance and neglect all contributed to the problem.

The deaths far exceeded the births, and the greatest mortality rate was among the children whose primary birth choice appears to have been how to die: smallpox, typhus, scarlet fever, cholera or murder!

Parish workhouses and charities were intended to give more unfortunate children and orphans a decent start in life but in reality, they were nothing more than a money maker for unscrupulous church wardens and nurses, whose main interest was only to line their own pockets. The life of a child, to many of these people, really meant nothing. Records show that the majority of workhouse children died without ever leaving the workhouse.

J.M.F. writes in The Monthly Magazine, 1808:

.....Many mysterious and sudden deaths within my own recollection, have passed off without the enquiry enjoined by law; and such occurrences are more frequent than we suspect...

As far as the adults were concerned, drunkenness, crime and prostitution abounded in merry old London Town; (as did by the way, poverty). By comparison, the so-called permissive

society of today is a pussy cat to be scoffed at. Georgians would have thought us very prissy and backward, to say the least.

The consumption of gin was a very cheap and popular pastime. Until laws were passed to control it, and the Englishman turned to drinking beer instead, many people died strictly as a result of their overindulgence.

For the majority, the local pub became the centre for almost all transactions and its name was often given as their address, or the place where they might be found.

These brief facts of Georgian life, combined with the constant transactions from war to peace; peace to war, and back again, created a dominating impression of uncertainty and insecurity. "We live, [wrote J.M.F.] at a time when the remaining privileges of Englishmen should be thoroughly and cautiously guarded." (Monthly Magazine, 1808)

John Morris Flindall, was a Cockney. He was born on the 6th of March, 1775 and he lived in the London Parish of Lambeth (one of the rougher sections of the city). He lived through what I have just described. His parents had 11 children. But only himself and one other survived long enough to even attend school! He went through the described system the same as everyone did: school, apprenticeship, trouble and temptation, but somehow though, he was one of the lucky ones...He made it!

Concerning apprenticeship, J.M.F. wrote the following in one of his books:

Apprenticeship, is an important change to indicate to the child and to the parent: in a work like the present, which I'am more anxious to make useful, than to make bulky, I am prevented from dwelling on a subject, which, from the bitterest experience, I am enabled to say much.

At this critical period of life, if a youth is uncomfortable apprenticed, or situated, he is ruined; for few at this age are gifted with the patient endurance of riper years. The progress from a bad master to bad company, and from bad company to the gibbet, is often more general and rapid than may be suspected.

Death, incidently, was a popular punishment for many crimes. Concerning hangings, the following was part of a description of one that J.M.F. witnessed:

....three beams of the drop, or gibbet, in the Old Bailey, were filled with the unfortunate victims of the law's severity, while a poor woman, for coining, was burning alive on the same spot, with her face toward the fatal place where the partner of her crime and the object of her affections was making his last struggle ...let our legislature abandon such disgraceful and frequent practices, and rather make an error in mercy, than one in severity. (Monthly Magazine, 1811)

If not careful, an unwary youth could quite easily become bound to several years of unsolicited cruelty and torture. Masters of the worst sort resorted to iron collars and all other types of inhumanities against their charges.

Generally speaking, gambling, the local pubs and the whorehouses, quickly became the early downfall of many a youth and laws to correct the situation had little or no effect. The variety of Cock and Hen clubs, as they were called, housed some of the lowest grade harlots in England, and they succeeded in tempting many an apprentice into a life of crime, resulting of course in the early demise for a lot of young people.

To add to the many problems already in existence, the year 1793 marked the beginning of a long period of war. Napoleon, of France, was on the rampage and except for the thirteen months between March 1802, and May 1803, Britain was scheduled for continuous overseas combat for the next twenty-two years. Hard at war, the Legislature of the day apparently found little time to be bothered with the less pressing concerns of domestic life, but as a direct result of England's need for manpower, they did succeed in cresting a new threat to the youth of the country. Government sponsored gangs, known as Press Gangs, began roaming the land. J.M.F. termed their purpose "Man Stealing" and compared it to "Child Stealing" which was common and was punishable by death. "For wither a man be taken forcibly away in the city or in the suburbs, in England or in Africa," [said J.M.F.], "it is equally a theft...". The job of the press gang was to impress, (force), any and all young men, into the fighting service of the country, and any and all necessary means were used to effect that purpose. "That we owe our naval superiority to this criminal practice", [wrote John Morris] I



believe no one will be able to prove...".

Notwithstanding all of the foregoing, a growing spirit of providence and independence was becoming evident among the country's younger generation. Their voices were getting louder; they intended to persist until someday, recognition was in fact received.

In 1799, J.M.F. met and married Susannah Mitchel. The pair opened a bookstore in the parish of Lambeth and thereafter began raising their family. J.M.F. started to enjoy some journalistic success and eventually authorship as well. Like his parents, J.M. also experienced the deaths of children; two of his own died as babies.

As you have probably guessed by now, John Morris Flindall did not agree with the social situation in England and he often put his opinions in writing. Now, I was never able to establish whether or not he was ever actually arrested for any of his writings, but, if one had to make a guess, the safest bet would be that he very well might have been. Most journalists and editors were in fact imprisoned at some point during their career (it was almost an accepted thing).

To say anything against the Country, Royalty or Parliament was an absolute no-no. So many journalists used pseudonyms to avoid detection. J.M.F. was no exception. He used many of them. He was very definitely what was known as a radical. In fact, the entire parish of Lambeth was, at that point in time, known for its radicalism. Many of the periodicals and print shops were actually located in Lambeth and J.M.F. contributed to quite a few of them.

One of the more notable periodicals was the Monthly Magazine, owned and operated by Sir Richard Phillips (a friend of J.M.F.'s who experienced everything from a prison cell - to sheriff of the parish - to eventual knighthood). Its interesting to note that a fellow by the name of Charles Dickens (a name you should all know) also wrote in Philip's magazine.

J.M. Flindall moved within a specific circle of people; mainly people with interests similar to his own: writers, editors, journalists, printers, people of the arts and those interested in reform, made up his circle of friends. People like Joseph Lancaster, one of the first men to move toward educational reform; Sir Richard Phillips, whom I've already mentioned; and the Earl (George John) Spencer, a one-time member of the British Parliament who took a particular

interest in literature, and also in J.M.'s work. J.M. dedicated one of his own books to this man.

He affiliated himself with the Royal Society for the Encouragement of Arts, Manufacture and Commerce, and became an associate of its 'fellows', most of whom were scholars of the time. J.M.F was a particularly close associate of Dr Charles Taylor, the secretary of that Society.

J.M.F. also admired and collected the works of many others: Benjamin Franklin, William Penn, Dr Samuel Johnston and more. One of Dr Johnston's maxims was a particular favourite of J.M.'s: "Every man's first cares are necessarily domestic". I believe that this "rule for life" is indicative of J.M.'s own priorities, (and probably the priorities of every other new world pioneer as well) - their families came first!

J.M. Flindall loved both his country and his countrymen very much. But his own family always came first. So, when the War of 1812 broke out and life went completely sour again, after having tried for so long to make it better, it was the last straw for J.M. and many like him. The years 1812, 13 and 14 were absolute and total 'downers' for everyone in England. High taxes and poverty began to reign supreme. J.M.F wrote an article entitled "Hard Times" in December 1812:

If I had not been certain that my own sufferings unfortunately are a strong similitude to those of many others, I should not have ventured to print it on pages devoted to the service of humanity.

I am a plain man and am content with little, but even that little is torn from my poor children and myself by perpetual claims on me for various rates and taxes, and by the advanced price of every necessary of life; I have struggled manfully against poverty, and but a few years ago fondly thought I had overcome it, but taxes have rapidly increased, as well as my family, and trade can no longer be relied on.

In my neighborhood, where my credit is good, I have even ceased to accept it because I see no fair prospect of repaying what I already owe; as difficulties pressed on me, various sacrifices have made me to lighten my burthen. I bought a flock bed for my wife and self and let out our feather bed and bedroom to a weekly lodger, I was compelled to

remove my children from an airy apartment to sleep in a damp and dark kitchen, and thought myself fortunate in letting for a trifle per week their former chamber.

I was compelled to withdraw my children from a day school and, as opportunity offered, teach them myself...We sometimes toast our bread to save butter, and when we can afford meat, make broth, and do without our usual pint of beer; it is true we have not yet wanted bread, tho we find it difficult to obtain, but what we shall next endure heaven only knows, for we have no fineries or superfluities to pledge.

And tho the paupers at the workhouse must have lately fared better than ourselves, I this morning received a summons from the Magistrate to demand the poor's rate due. Yesterday I had notice from the assessor that the taxes on my premises were increased. And last year, without allowing me to finish my appeal, my income tax was nearly doubled because, as a commissioner observed, I "kept shop in a good thoroughfare". These, added to the demands for statute duty, church rates, etc., etc., are sufficient to drive even HOPE herself from our habitation. And when I hear the sighs and observe the gloom of poor tradesmen like myself, whose credit is only kept by appearances, and who are also taxed for their appearance, sympathy assures me some secret.

"Father", said my eldest boy, "What does that man who comes here with the RED BOOK give you for your money?" "Nothing my dear", said I. He stood thoughtfully for a minute and then observed, "Why then, I am sure father, he ought to stop til you've paid the Baker then."

My eldest daughter, a child of pensive and sickly habit, observes and pines over our growing distresses, and sometimes endeavours to cheer me up by telling me she dreamed I found a heap of money, and had paid everybody; or that I became a rich man &c., but alas, even the fleeting happiness of a dream has lately been withheld from me, for sleep has fled my pillow. And when I leave my home, the signs of general distress are too numerous to dissipate my gloom, or relieve my anxiety; paupers,

still wearing the remains of respectability entreat me to pity, and placards in every street and thoroughfare dismay meets; - "This House To Let" - "These Premises To Be Sold" - "The Goods Of This Shop Selling Off" - "To Be Sold By Auction" - "A Bankruptcy" etc.

The only consolation left to a feeling mind is that the ardor for war has been damped and extinguished and, when the guns fire and bells ring for a victory, people do not run out to ask who has murdered the most, but whether it is likely to lead to Peace.

(Frank Fact, J.M.F., December 18, 1812)

When the War of 1812 finally came to an end (on the Christmas Eve of 1814), Lord Bathurst, then Secretary of War and Colonies, decided upon a plan to populate the entire southern border of Upper and Lower Canada (Ontario and Quebec) against any future invasion by the Americans. In short, they offered free land to almost any loyal British Subject who was willing to go.

Transportation to the Canadas was to be provided on the ships sent to pick up the returning British troops and J.M. Flindall was destined to be a passenger on one of them. He wasted no time in submitting his application.

It was the 7th day of February 1815. J.M.F. prepared and dispatched a letter to the British Government, requesting that he and his family be considered as potential settlers in the Canadian Colonies.

The reply, written by Mr Goulburn of the Office of Lord Bathurst, set out the terms of the Government's offer, and requested that all potential settlers must supply references. It read as follows:

Downing Street,  
20th Febr., 1815

Sir;

In reply to your letter of the 7th instant, I am directed by Earl Bathurst to acquaint you that a grant of 100 acres of land will be made to each family settling in Canada, of which they will be put immediately in possession, and all their male

children residing in the province will be entitled to a similar grant on attaining the age of 21 years. Rations will also be allowed for a limited period, in order to enable settlers to establish themselves on their respective grants, and a passage will be provided by the Government on a deposit being made at the time of embarkation of sixteen years of age, and two guineas for every woman being the wife of any person so embarking, which will be repaid them in Canada at the expiration of two years, upon its being ascertained that they are settled on the grant of land allotted to them.

It will also be necessary for persons, who may be desirous of availing themselves of the encouragement offered by his Majesty's Government, to furnish references as to their character and capability of improving the land which may be appropriated to them.

I am your obedient

servant,

Henry Goulburn

On the 21st day of February 1815, the day after Bathurst's reply was written, Mr Charles Taylor M.D., Secretary to the Society of Arts, prepared the following letter of reference:

Society of Arts, Adelphi  
February 21, 1815

My Lord;

In consequence of Mr Goulburn's letter under your direction to Mr J.M. Flindall's request respecting a settlement in Canada, I beg leave to inform your Lordship that I am acquainted with Mr Flindall, and believe him to be a very proper person to answer the purpose of Government in the improvement of Canada. That he has a knowledge of Agriculture to enable him to make the necessary improvements, and that I have no doubt that he will execute them well.

I know him to be an ingenious and, I believe, a very deserving man.

I have the honor to be,  
my Lord Your obedient

servant,

Charles Taylor M.D., Sec.T.

The Society's letter insured John Flindall an early placement. On 25 April, 1815, the ship "Tyne of London" left port with many emigrants on board. Among them was John Morris Flindall (age 40), his six children (ages 2 to 17 at the time), and his wife Susannah (age 41) who, incidently, was pregnant with their seventh and final child.

Now THIS, ladies and gentlemen, was no pleasure cruise. To start with, most of the people on those ships were there out of sheer frustrated determination; they were frustrated with their homeland, and determined to make an independent life for themselves 'come hell or high water'. Many of them met with that too!

- The ships were wooden, square rigged sailing vessels.
- Quarters were cramped, stinking and rat infested.
- The voyage was dangerous and boisterous, and it took 5 to 8 weeks to complete
- Many people died only to be thrown overboard, and many ships simply sank, drowning everyone aboard.

It was NOT a picnic!

A few British ships are known to have actually negotiated the St Lawrence into Lake Ontario, but most did not. The "Tyne of London" made port at Quebec. From there the family was transported up the St Lawrence via bateau (flat bottomed river boat) to the Prescott area, where they were set ashore to continue overland to their grant of land, which was on the north shore of Lake Ontario near Carrying Place.

I'd like to just take a moment here to reflect a bit on that particular part of the journey. Canada was nothing more than a bug infested wilderness; Susannah was pregnant; they had 6 children to contend with, plus packing cases and luggage etc.; they finally arrived at Weller's Tavern at Carrying Place on September 13th, (5 months after they originally set sail); Susannah's baby (a girl) was born on September 15th (2 days later).

You don't NEED an imagination, ladies and gentlemen! That was some journey, and Susannah Flindall must have been a strong woman to do it.

I found much more of interest about J.M. Flindall after his arrival in Canada. His life continued on through the Rebellion years (which, of course, was an interesting time). He cleared his land, became a successful farmer, continued with his writing in this country and became a school teacher as well.

But, since there are a couple of other things that I wanted to be sure to mention, I'll have to leave that for another time.

The first Canadian finding that I wanted to be sure to mention was simply a poem, or rather one single verse from one J.M.F.'s many poems.

It was written in 1823, 8 years after arriving in Canada. I wanted to read it because it is indicative of just how much these settlers missed their homeland.

You must remember that travel back and forth across the ocean, just was not done. Once they were here, most settlers were here for good. Going back for a visit was not very affordable. Unlike today, every person and every thing, that was left behind in Europe was left forever! For what its worth, mail was slow at the very best (...yes, believe it or not, it was worse than today). All that most people had were their dreams and in J.M.F.'s case, he put some of those dreams in writing.

On the particular day in question, J.M. Flindall was alone on the lakeshore, at the south end of his property. The gulls rose and fell over the open waters of Lake Ontario and he was very likely imagining that it was the Atlantic Ocean and that England was out there somewhere. Seated upon a rock or an old log, he recorded his dreams in the form of a poem. The following formed part of it:

...Had I the wings of yonder plover, sporting where  
the white waves roar, speedy should they bear me  
over to my friends and native shore...

It is not too difficult to tell that he was dreaming.

The second thing that I wanted to be sure to mention to you is something that I think you might find of particular

interest because J.M. wrote it especially for a publications originating in our own town of Cobourg.

From the time of his arrival in Upper Canada, most of J.M. Flindall's writing was actually done for newspapers located at Kingston. The Upper Canadian Herald was one of the main ones. But in 1831, a new periodical came on the scene; it was of course, our own Cobourg Star (in those days called, The Cobourg Star And Newcastle General Advertiser). J.M. wrote only one essay for the Cobourg newspaper, but as it turns out, it has for many reasons, become one of my favourites.

The article, ladies and gentlemen, sums up quite nicely a lot of what I've already told you; the difference being that it does so in his words, not mine. It is entitled "First Night In The Forest" and it appeared in print on December 20, 1831, for the people of this area to read:

We had now stowed away in our little log house, most of our luggage, boxes, packing cases, &c., taken our supper, spread our beds on the floor, and made up a cheerful fire, though I looked in vain for our shining stove, the polished fire irons, the fashionable hearth rug, &c. Still there was something so novel and lively in our wood fire, that it half dissipated our gloom. Though excessively fatigued, I felt unable to sleep.

Sixteen years have elapsed since that night, but it is still alive in my remembrance. My dear little ones (now doubly dear in a foreign land,) were sleeping around us. My wife, like myself, musing in our extraordinary exchange, and dwelling in fond remembrance on our native land, and on those we should never meet again! We often exchanged sigh for sigh, but said nothing. Our log house, but partly completed, afforded me a view of the heavenly bodies, as they made their transit past the chinks, through which the coming storm found a free passage. Though in the heart of the wilderness, and a considerable distance from any human dwelling, I still congratulated myself that I was not like Robinson Crusoe, debarred from the sight of human footsteps. I had settled near a road.

It was now near midnight. I went to the door to look out. I saw no more of the gay gas lights, or



lamps of London, but the fireflies were flitting past me in quick succession. I heard not the watchman's drowsy warning, the screams of the harlot, or the rattling of coaches. These were exchanged for the roar of bullfrogs, the screeching of the owl, and the murmur of the waving forest or the melancholy note of the Whip  
O'will!

The untried toils of the American forest were before us, but the dangers of a long and boisterous voyage were over. I felt much consolation in the thought that no churlish landlord, or insolent tax gatherer, could again annoy us! Surely, thought

I, the love of independence must emanate from heaven, or how could man endure such dangers, toil, and hardship, to obtain it? Many who have fled from the proud cities, or flowery fields of Europe, must feelingly have said,

'Thy spirit Independence let me share, Lord of the Lion heart and Eagle eye; Thy steps I follow, with my bosom bare, Nor heed the storm that howls along the sky!'

J.M.F., Murray, 1831

Ladies and gentlemen, some people would argue that today's immigrants have it just as tough as the people of J.M.'s day. Well, I'm sorry, but I just don't agree!

These settlers, John Morris Flindall and others like him, were a very special breed. All of them were extremely strong and gutsy pioneers with a determination that just would not quit...My book is entitled, "The Uncommon Man" for that specific reason: the early pioneers to this country, men and women alike, were uncommon commoners.

This country was built with blood, sweat and bare handed hard work and they are the ones who did it! Now its left to us! Now THAT can be a scary thought!

Ladies and gentlemen, in the beginning I said that I'am not a historian and that is a true statement, but I would like to say in closing that, should anyone ever ask me how to become a historian, part of my advice would very definitely include the suggestion that they follow "the coldest trail" just like

I did.

Pick an ancestor from a distant past and learn every single thing that you possibly can about that person. For, in learning the history of yourself, you cannot but run upon the history of the rest of society along the way.

I hope that I have not been too awfully boring and I am truly sorry if I've taken too long. I do tend to get carried away sometimes; (so my wife says). But, I've enjoyed it. I hope you have too.

If this is by any chance what the term "making history" is all about, then you are certainly an admirable group of people to be making history with! Thank you.

## Restoration Techniques - George Brown House, Toronto

Larry Kavanagh

Larry Kavanagh, Supervising Architect, Property Restoration Unit, with the Ontario Heritage Foundation, described the Foundation's recent work on the roof and upper windows of the George Brown House in Toronto. This historic building is currently undergoing a meticulous restoration. Mr Kavanagh also provided a slide show that clearly illustrated the fine work that now, is very close to completion.

The Ontario Heritage Foundation welcomes the opportunity to present the work that we do. The Foundation is an agency of the Ministry of Culture and Communications in the province of Ontario. The work of the Foundation is governed by a Board of Directors, appointed by the Provincial Government. One of the important mandates of the Foundation is its trust function. It holds many different cultural objects, natural properties and built properties across the province that are held in trust for the people of Ontario. We are charged with looking after these properties through their preservation for future generations.

It is the preservation of these properties that I am chiefly responsible for. The work we do in the Property Restoration Unit of the Foundation, is strictly limited to the 30 heritage properties owned in trust by the Foundation.

George Brown House was built in 1876 by Senator George Brown, Father of Confederation and founder of The Globe newspaper. This Second Empire style mansion at the corner of Beverley and Baldwin Streets in downtown Toronto, was acquired by the Ontario Heritage Foundation in 1986. A \$2.3 million dollar programme of preservation and adaption as reception, conference, office, museum space, is being carried out by the Foundation in partnership with the Canadian Park Service. The approach of the Foundation to the adaptive reuse of its historic properties is one of preservation inflected by use: carefully controlling the extent of the necessary architectural interventions in order not to obscure the accumulated layers of history.

The repair and restoration of the mansard roof of George Brown House was undertaken as the first phase of the work,

beginning in December of 1987. Poor initial design combined with years of neglect not only led to severe deterioration of the roof gutter and the dormer windows, but also of the soft brick and sandstone facade below. Extensive research and documentation preceded the work in order to establish the basis for decisions to be made about the restoration or removal of the roof elements. Restoration of the roof's physical fabric to make an operable water shedding roof was obviously paramount. Decisions about retaining, replacing or removing dormers were based on criteria set during the research: was the change from the original sympathetic to the House's design; was its quality of the best design/workmanship of its period; did it contribute to the story of the evolution of the House; was it in good repair; were the costs to restore prohibitive or acceptable within the project's overall fixed budget.

On the main Beverley Street facade, a triple dormer added by the House's second owner, Duncan Coulson, sometime between 1890 and 1910, was retained as part of this work, because the quality of the workmanship, style and detailing matched Brown's original dormers. Another triple dormer, added sometime in the 1950's, was removed because its quality and state of repair detracted from an appreciation of Brown's original facade. It was replaced with a dormer reconstructed to exactly match one of the House's originals, based on earlier photographic evidence. One of the House's original dormer windows was carefully dismantled to allow for a thorough examination of technique and pieces were used as templates for this reconstruction.

Sections of the roof removed during the House's institutional term (it was the first home of the Canadian National Institute for the Blind, CNIB) to make way for a major factory addition (demolished in 1984) were reconstructed. The black slate on the roof had reached the end of its lifespan and had begun to de-laminate, so it was completely replaced. Original board sheathing was retained but an elastomeric membrane (ice and water shield) was laid over the sheathing as a waterproof seal before the installation of the new slate, in the traditional manner.

Highly decorative galvanized metalwork was stripped of deteriorating layers of paint and in some cases, removed completely where necessary, to facilitate repair of the supporting wood structure. The entire cornice and its hidden gutter required reconstruction due to decades of untended water penetration. Sections of metalwork removed could not be reassembled and were replaced with identical pieces newly

fabricated. New galvanized metal flashing was installed to protect reinstated wood details such as column capitals, scrolls and finials. Dormer roofs were rebuilt and the lower window sashes were replaced because of rot. In each case, steps were taken to employ the latest technology with improved techniques in order to protect the existing and restored features. As an example of improved detailing, new metal seams are folded, locked and soldered to replace ineffective joints originally merely lapped and nailed. In each instance, original details and profiles from the street remain unchanged.

The Property Restoration Unit of the Foundation carried out the research, prepared the contract documents and drawings and supervised the work on a daily basis. Although documentation resulted in a fixed price tender for the work at the outset, costs did escalate as more severe deterioration was literally uncovered when slate and metal were removed. Costs did remain within overall project contingencies however.

The roof restoration formed the basis for the Unit's first Technical Case Study, an on-site "show and tell" presented by the Unit's architects, to preservation professionals and interested amateurs with demonstrations by the contractor, Colonial Building Restoration. This case study was so successful, that six others have followed covering topics ranging from masonry to plaster, from woodwork to building services.

The roof restoration was completed in May 1988 and has been followed directly by the masonry and interior restoration phases. Research revealed the colour green used to paint the wood and metal.

For future generations, our work is clearly delineated yet the roof reads as it did on that day in 1876 when George Brown strolled up his new front walk.

Thomas Curtis Clarke - An Outstanding &  
Forgotten Civil Engineer From Port Hope

Jim Leonard

Jim Leonard, a member of the Historical Society Executive, presented a detailed account of his research into the life of Thomas Curtis Clarke (1827-1901), a little known civil engineer and bridge designer from Port Hope. Clarke was involved in projects as diverse as the Port Hope harbour and railway, the East and West Blocks of the Ottawa Parliament Buildings and the design and construction of some of the World's largest and most important bridges. Clarke was married to Susan Smith, the daughter of J.D. Smith, builder of the "Bluestone". T.C. Clarke is buried in Port Hope.

This paper really came about by accident. In the Summer of 1986 I was researching the career of my great-great-great uncle Charles Thomas, Thomas (1820-1867). Thomas was the contractor for the stone work on Victoria Hall in Cobourg. However, modern sources gave the credit for the stone work to Toronto architect, William Thomas, designer of St Michael's Cathedral (1845), St Lawrence Hall (1849), Brock's Monument at Queenston (1853) and the Don Jail (1858). I was working to correct this very understandable case of mistaken identity. After a great deal of frustration (knowing very little at the time about Charles Thomas' life), I finally stumbled upon his obituary in the December 28, 1867 issue of the Ottawa Times. The obituary confirmed that C.T. Thomas was indeed the stonemason responsible for Victoria Hall's fine stone carvings. It also stated that he had worked in Ottawa (from 1859 to 1866), on the construction of the Parliament Buildings with a contracting firm by the name of Jones, Haycock and Company.

In February 1987 I wrote to Toronto architectural historian, Stephen A. Otto for information on a related matter. In his reply he informed me, (to my surprise) that Jones, Haycock and Company were from Port Hope, Ontario; a fact apparently not widely known.

I began a preliminary search of Port Hope newspapers and business directories and determined that the firm Jones, Haycock and Company was composed of three men: building

contractor Ralph Jones, and two civil engineers who had been employed by the Port Hope Railway Company, Edward Haycock and T.C. Clarke. I contacted the National Archives in Ottawa and they informed me that they held several microfilm reels of Public Works records related to the construction of the Parliament Buildings. Also among their holdings were records of an 1863 Royal Commission investigating a prolonged work stoppage on the construction site. In the Winter of 1987-88 I sifted through the Public Works reels and discovered a few hundred letters and balance sheets corresponded between Jones, Haycock and Company and the Department of Public Works (dated 1859-1866). Together these documents form a wonderfully vivid chronological picture of how the Parliament Building's were constructed.

I was also interested in links between Jones, Haycock and Company and the men they employed. I already knew of Charles Thomas's association. I was also aware that Jones, Haycock and Company had hired a master builder named William Hutchison and his young son Alexander, for the same Ottawa contract. Only later did I learn that they too, had been working in Cobourg on the construction of a branch of the Bank of Montreal (later the Post Office), when they were recruited. I spent a great deal of time collecting information on both of these men as well.

But my primary concern still rested with Messrs. Jones, Haycock and Clarke. What of their work after the Parliament Buildings (after 1867)? Did they return to Port Hope? I also wanted to track down more information on their work in Port Hope (prior to their going to Ottawa in 1859). So early in 1988 I wrote a letter to Tom Long, a Port Hope historian, asking if he could assist me. He sent me xeroxed newspaper clippings of original 1850's issues of the Port Hope Guide.

Mr Long also suggested I search the Port Hope Library's local newspaper index for other references. The index helped me find Ralph Jones' obituary and also a curious reference from the September 26, 1884 Port Hope Weekly Guide to T.C. Clarke having a residence in New York City:

Mr Arthur Wellington, son-in-law of Mrs J.D. Smith, died very suddenly at the residence of his brother-in-law, T.C. Clarke, Esq. New York, on Monday 15th.

Some years ago the New York Times published a subject and name index covering every issues of the paper. Fortunately the Toronto Public Library has a copy of this index. I scrutinized the volumes from 1868 on, looking for any

reference to Clarke. To my utter surprise I found one listing for a '**CLARKE, T.C. Civil Engineer, obituary 1901**'. I retrieved that day's issue and found a lengthy obituary outlining the distinguished career of a world renown engineer by the name of Thomas Curtis Clarke. This individual was born in the United States, graduated from Harvard, and was the builder of some of the world's largest bridges. Could this be the same man I was researching? There was no mention in the New York Times obituary of Clarke working in Canada or of him building the Parliament Buildings. Certainly none of the Port Hope sources previously found, echoed any of the information found in the New York Times. Still, I felt sure that this was indeed the same man and that perhaps I had stumbled upon a 'gold mine' of historical information on a long forgotten Port Hope citizen. I just had to find some sort of proof to link the two names.

Ideally the best verification would have been in a June 1901 issue of the Port Hope Guide. If indeed this was the same man who had worked in Port Hope years earlier, the paper would certainly have printed an obituary recalling his work in that town. However, copies of the paper from January to September 1901 were destroyed years ago. The June 1901 Peterborough Examiner seemed like the next best source. In the June 19th issue I did indeed find an obituary. It read:

Mr Thomas Curtis Clarke...died at his home in New York City...He was known as a bridge builder, engineer and designer...Mr Clarke was well known by many in Peterborough. He was at one time chief engineer of the old Midland Railway. He will be buried to-day in Port Hope.

T.C. Clarke was Resident Engineer on the Port Hope, Lindsay and Beaverton Railway. Later it was renamed the Midland Railway. This was the vital confirmation I needed. Thus began the long search for original material on the life and work of Thomas Curtis Clarke, Port Hope's distinguished but also forgotten civil engineer; the result of which, is this paper.

Thomas Curtis Clarke was born in Springfield, Massachusetts on September 5, 1827. He was the youngest of six children born to Samuel Clarke, and Rebecca Hull.

From 1841 to 1844 he was enrolled in the prestigious, Boston Latin School. He then went on to Harvard University. Clarke graduated from Harvard in 1848. He was the class poet at his convocation.



With his university education complete, Clarke decided to enter the profession of civil engineering. In the late 1840's and 1850's, training for a career in engineering, architecture and other related trades was usually accomplished by formal apprenticeship. His first apprenticeship was to Captain John Childe a Massachusetts' civil engineer and a man considered by some, to be the foremost railway builder of the 1840's.

In 1848 Thomas Clarke joined Childe's corps of engineers for the construction of a 500 mile railway line running from Mobile, Alabama to the mouth of the Ohio River. At the time, this was the longest railway operating on the continent.

Later Clarke apprenticed with some of the leading architects practising in America, including Edward Clarke Cabot of Boston, designer of John Hopkins Hospital and Edward Burling of Chicago. At Burling's request Thomas Clarke made an ambitious design for a transport tunnel under the Chicago River.

In 1850 he became a draughtsman for Walter Shanly, Chief Engineer of the Ogdensburg and Lake Champlain Railway and future manager of the Grand Trunk Railway.

Thomas C. Clarke's first project in Canada was with the Great Western Railway. Starting in October 1852, he accepted a position as Resident Engineer on the line that extended from St Catherine's to Dundas and Hamilton.

In 1853 Thomas Clarke left the Great Western for a job on an ambitious railway scheme being prepared for Port Hope. Rosewell G. Benedict, Chief Engineer of the Great Western Railway joined him on the Port Hope project.

In the early 1850's Port Hope was enjoying a healthy economic boom as was Cobourg, its neighbour to the east. Railway development seemed to be the driving force of the economy at this time. Cobourg businessmen had established the Cobourg & Peterborough Railway Company in 1853. Plans for a Port Hope railway, left dormant since 1846, were quickly reassessed in light of Cobourg's new initiative.

In January 1853 the Port Hope, Lindsay and Beaverton Railway Company was born. In September of that year, R.G. Benedict was appointed Chief Engineer for the construction of the railway, T.C. Clarke was appointed Resident Engineer. Later Clarke was also named Secretary for the railway company. Contracts to build the forty-two miles of track between Port

Hope and Lindsay were won by Messrs. J.W. Tate & John Fowler of Port Hope.

There are only a few references in Port Hope newspapers to Clarke's actual work for the railway. One passage in the Port Hope Guide for February 3, 1855 refers to bridge construction being superintended by Clarke and Benedict at "Galaway's in Cavan...one thousand feet long and forty feet high." The newspaper goes on to state that, "it is spoken of as being a splendid piece of workmanship."

Early in 1855 Clarke was hired on another project. He was appointed Company Engineer overseeing the development of Port Hope's harbour. The work involved the construction of a 96 foot high octagon shaped, wooden lighthouse, crib work, and large scale excavation and dredging for a harbour basin. Although the project was supposed to be completed by December 31, 1856, work was still in progress as late as the Fall of 1858. At that point the western pier was being extended several hundred feet into Lake Ontario and troublesome sand bars were being dredged. The general contractor for the project was George Weir. The contractor's engineer was Mr Simms.

Thomas Curtis Clarke became closely acquainted with the Smith family during his years in Port Hope. J.D. Smith was one of the town's most prominent and wealthy citizens. In 1834 Smith built 'The Bluestone' an elegant Greek Revival mansion and one of Port Hope's most beautiful architectural landmarks. On May 7, 1857 Thomas Clarke married J.D. Smith's twenty year old daughter, Susan Harriet. The Clarke's had six children (3 sons and 3 daughters).

In 1858 Clarke and his new wife moved into a beautiful board and batten cottage on Dorset street, still known today as 'The Cone'. The Port Hope Guide cited Clarke as being both "...the proprietor and we presume, likewise the architect" and that it had been "...erected upon the model of the Swiss Cottage, which promises to be when completed, a perfect Gem." A photograph of 'The Cone' graces the cover of Tom Cruickshank's Port Hope: A Treasury of Early Homes. 'The Cone' has a Heritage Designation and is beautifully preserved.

In 1859 Thomas Curtis Clarke ventured into what certainly must have been his most ambitious project to date; the construction of the Ottawa Parliament Buildings. Clarke, Ralph Jones, and Edward Haycock established Jones, Haycock and Company and submitted tendered bids to erect both the

Centre Parliament Building and the East and West Departmental Blocks. Ralph Jones was senior partner in the fledgling company.

Clarke had become acquainted with his partners on the Port Hope railway and harbour works. Edward Haycock had been the draughtsman for the Port Hope Railway Company. He was also a civil engineer, architect and surveyor. Haycock shared an office on Walton street in Port Hope, with his son Samuel; also a practising civil engineer. Another son Edward B., is listed in the 1857 Port Hope Directory as a law student. Little else has been collected by me on Edward Haycock and his family.

I have been able to gather much more about Ralph Jones. Jones was a successful building contractor living on Mill St in the mid 1850's. Jones and another contractor, John Morton, were the sub-contractors for the excavation of the Port Hope harbour basin. Ralph Jones was born in Prescott, Grenville County in 1818. He was the eldest son of Alpheus Jones, Prescott's wealthy postmaster, British customs collector and iron founder. As a youth Ralph Jones "took to navigation" and began working on the steamboats that serviced the Great Lakes.

By 1837-38, he was commander of the 'William IV', a large steamboat that travelled between Prescott, Toronto and Niagara. According to an obituary on Jones, during the Rebellion years of 1837 and 1838, he earned heroic distinction while captioning the 'William IV'. In November 1838, some 400 "rebels" crossed the St Lawrence River from the American side and occupied the Prescott windmill. The 'William IV' under Jones' command, transported the 83rd Regiment from Kingston, at full speed, to help dislodge and capture the enemy. This skirmish is known in Rebellion lore as "The Battle of the Windmill".

In May 1859 the Department of Public Works in Quebec, invited the nation's architects to enter a design competition, for a Legislative Building, and two Departmental Buildings. The winning architects, were the Toronto firm of Thomas Fuller and H. Chilion Jones for the Centre Block and Augustus Laver and Frederick Warburton Stent, for the Departmental Buildings. Chilion Jones by the way, was Ralph Jones' first cousin according to an obituary I found on Ralph Jones. All three buildings were designed in the flamboyant Gothic Revival style with ornately dressed sandstone walls and carved stone gargoyles gracing the many doorways and towers.

Building contracts were awarded in November 1859. A Quebec master-builder named Thomas McGreevy (later involved in a nasty patronage scandal) won the contract to build the Centre Block. Although out-bid on the Centre Block by more than \$127,000, Jones, Haycock and Company did win the contract to build the Departmental Buildings (today known as the East and West Blocks).

Jones, Haycock and Clarke ably recruited their clerks of work for the project from the **Cobourg-Port Hope area**. From about 1857 to the fall of 1859, some rather large-scale buildings projects were under way in Cobourg - the construction of Victoria Hall for one, and a Bank of Montreal (later the Post Office). Both of these ambitious projects attracted exceptionally skilled contractors to the area. As luck and timing would have it, many of them were available, and as one might imagine, eager to join Jones, Haycock and Clarke for the Parliament Buildings project in 1859.

The company's new Chief Superintendent of Works for the project, was my relative Charles T. Thomas, stone carving contractor on Victoria Hall.

The clerk of works on the East Block was William Hutchison, a Montreal master-builder who had been working in Cobourg since 1857 on the Bank of Montreal (later the Post Office). Hutchison had been working in Montreal for some twenty years, building several banks, public buildings and churches. William Hutchison's son Alexander Cowper Hutchison was also recruited, as foreman of stonemasons on the East Block. He too had been working in Cobourg.

The Bank in Cobourg was designed, according to a November 1857 issue of the Cobourg Star, (held in the Baldwin Room, Toronto Reference Library) by Montreal architect James Howard Springle. The Quebec Archives sent me copies of the original architectural plans which I have now given to the Historical Society Archives. Charles Thomas incidently, was also involved on the Bank project as the contractor for the stone work.

Since time is short I really can't go into specific detail on the work of Jones, Haycock and Clarke on the Parliament Buildings - safe to say that construction began late in 1859 and was completed by the end of 1866. It was a very expensive project; more than 4 years behind schedule, racked by long work stoppages and labour disputes. The project was also marred by scandal, careless management of funds and a certain degree of corruption involving the awarding of

contracts. The files of the Department of Public Works held in the National Archives, go into great depth on the work of Jones, Haycock and Clarke in Ottawa and is quite interesting. Incidentally, most of Jones, Haycock and Clarkes' letters to Public Works included desperate pleas for more money.

I also discovered some related events that may be of local historical interest. In April 1860 the official laying of the cornerstone on the East Block took place. Mary Emily Haycock - Edward Haycock's daughter, came up from Port Hope to do the honours. The Port Hope Guide described the engaging event:

the Rev. Mr Lauder besought the divine blessing ...and then little Miss Haycock, daughter of Mr Haycock, one of the contractors advanced and with a silver trowel in the form of a maple leaf, performed the ceremony...The very elegant trowel bears the following inscription: This trowel was used by Mary Emily Haycock, in laying the first stone of the Government Buildings of the Province of Canada, in Ottawa, 2nd April, 1860. God Save the Queen.

On September 1, 1860 HRH Edward, Prince of Wales laid the cornerstone on the Centre Block. Jones, Haycock and Clarke were present as were Charles Thomas and the Hutchisons. Later the Prince was given a scenic tour of the city along the Rideau Canal. One Ottawa newspaper records that Edward Haycock's son Samuel, was an oarsman on the barge carrying the Prince.

The Prince would later make a momentous stop in Cobourg on the Royal Tour, to open Victoria Hall.

In November 1864 Ottawa newspaper covered a gala luncheon held in the partially completed Centre Block for the Delegates of the Quebec Conference - the Father's of Confederation. It was hosted by Jones, Haycock and Co - and Thomas McGreevy. The likes of John A. Macdonald, Charles Tupper, A.T. Galt were all present. T.C. Clarke sat with Charles Tupper. Mrs Haycock and Susan Clarke sat with John A. Macdonald, A.T. Galt, and Mrs Charles Baillairge, wife of the noted civil engineer. T.C. Clarke gave several toasts on behalf of the contractors. Charles T. Thomas, William Hutchison and Samuel Haycock were also present. In the evening the contractors hosted a grand ball for the Delegates.

The principle members of the firm Jones, Haycock and Company apparently went their separate ways after the Parliament Buildings were completed in 1866. Ralph Jones took a position in the Department of Public Work's Government Railway Division. Jones died of 'paralysis' in Ottawa on March 9, 1884. Edward Haycock's activities after 1867 are as yet unknown to me.

More is known about the senior employees with Jones, Haycock and Company who had earlier worked in Cobourg. William Hutchison, Clerk of Works on the East Block, also took a job with Public Works. His obituary states that he was appointed Accounts Auditor of Engineers and Architects serving contract for the Federal Government. Hutchison held that position until his death on August 6, 1875. He is buried in Montreal's Mount Royal Cemetery.

Alexander Cowper Hutchison, foreman of stone cutters on the East Block, quickly established himself as a leading architect after leaving the Parliament Buildings project sometime between 1863 and 1865. He set up a architectural practice in Montreal.

In 1872 Hutchison and Maurice Perrault designed Montreal City Hall. It was a monumental structure in the Second Empire style and still stands. By the 1880's, Alexander Hutchison was one of Montreal's most prolific and influential architects, designing the Redpath Museum at McGill University(1880); Strathcona House, Dorchester Street(1892); gigantic Ice Palaces for the Montreal Winter Carnival (1880's); the MacDonalld Agricultural College in Ste Anne, Quebec; and Montreal's Victoria Opera House. Alexander Hutchison was appointed to the Royal Canadian Academy of Arts on its founding in 1880, by the Marquis de Lorne. He was Vice President of the RCA from 1885 to 1907.

As it turns out Alexander Hutchison married a Cobourg girl - Margaret Burnet on July 10, 1862 here in town. Margaret Burnet, was the youngest daughter of James Burnet, one of the prominent family of Cobourg builders. Hutchison undoubtedly met his bride while working in town with his father on the construction of the Bank of Montreal. Alexander Cowper Hutchison died in Montreal on January 1, 1922.

My uncle Charles T. Thomas, the former Chief Superintendent of Works with Jones, Haycock and Company, joined Thomas C. Clarke on his first of many landmark bridge building projects.

In November 1866 Clarke won a contract with the Chicago, Burlington and Quincy Railroad, to design and build a metal truss railway bridge over the Mississippi River at Quincy Illinois. Charles Thomas was hired as Master Stonemason. Its superstructure was erected in cast and wrought iron, making this the first iron bridge to span the Mississippi River. Clarke also elected to use heavy concrete to form the foundations for the piers. He was one of the first engineers to use concrete in bridge construction. Clarke himself, designed all the machinery and plants necessary to build the bridge's foundation piers.

The success of the project was marred by tragedy however. In July 1867 the Foreman of Divers, Lorenzo Bates, died of sun-stroke while on the job.

On October 26, 1867 Charles T. Thomas was involved in a dreadful accident. The Quincy Illinois Daily Herald wrote a rather graphic account:

C.T. Thomas, superintendent of masonry...met with a severe accident yesterday afternoon at the abutment on the Missouri side. He was superintending the raising of one of the largest rocks there by means of a derrick, which broke near the top, and a portion of it fell upon his leg, breaking it below the knee in three places, and dislocating his ankle. He was conveyed to his boarding house, on York street...[in Quincy]

Later his leg had to be amputated. Thomas began to rally but soon 'fever' set in. After much suffering, Charles Thomas died on Christmas Day, 1867. He was forty-seven years old. His body was returned to Ottawa for burial.

Thomas Curtis Clarke's stature in the engineering world was on a sure and steady rise. He was elected to the American Society of Civil Engineers on March 18, 1868. Presumably his success on the Quincy Bridge project played a part in the selection.

In 1868 Clarke moved to Philadelphia, Pennsylvania and formed a bridge building firm by the name of Clarke, Reeves and Company. Clarke was senior partner. His associates were Samuel Reeves, John Griffen and Adolphus Bonzano. The company specialized in the construction of iron bridges, viaducts and roofs. The firm also managed a massive bridge works operation located at Phoenixville, Pennsylvania.

Clarke, Reeves and Company won countless building contracts in the 1870's and early 1880's. In 1882 it was estimated that they had built over 54 miles of railroad bridges and were employing a work force of over 500 men. By 1884 the capital stock of the company was estimated at \$100,000.

A brief survey of some of their projects in the United States, collected from a variety of newspaper clippings and scientific journals include: a 1300 foot long bridge over the Tennessee River near Chattanooga, (1876); 2 small bridges over the Wabash River (1877); a 300 foot long draw span over the Harlem River, New York(1880); a 108 foot skew span bridge over the Pennsylvania Canal at Harrisburg(1881); one of 'the heaviest bridges in the World' over the Hudson River at Albany(1882). They also constructed bridges in Peru including a four span iron viaduct at Chipachuca, 187 feet high.

Clarke, Reeves and Company were also active in Canada. A Pittsburgh newspaper articles stated that in 1873, Clarke, Reeves and Company erected the iron spire for St James' Anglican Cathedral in Toronto on King Street East. It was 150 feet tall resting on the church tower and was designed by noted Toronto architect Henry Langley. The completion of the spire made St James' the tallest church in Canada and second tallest in North American after St Patrick's Cathedral in New York City. The tower and spire together stands at 306 feet.

According to a letter at the Archives of Ontario, in 1874 Clarke, Reeves and Company tendered a bid to erect an iron bridge over the Grand River at Galt, Ontario. In 1877-78 they built all of the iron bridges on the Quebec, Montreal, Ottawa and Occidental Railway line (a total of over 6,000 lineal feet). They constructed large viaducts for the Great Western Railway. The Quebec provincial government contracted Clarke, Reeves and Company to build the Chaudiere Railway Bridge in 1881.

Perhaps Clarke, Reeves and Company's most notable achievement was the Kinzua Viaduct. This massive structure was built over the deep valley of the Kinzua Creek, McKean County, Pennsylvania for the Erie Railway. Clarke, Reeves and Company designed and constructed the bridge, beginning in May 1882. When completed, the Kinzua Viaduct was the tallest bridge in the world at the time. It was over 2,000 feet long between abutments and a breathtaking 302 feet high. The bridge was constructed of continuous lateral iron girders, supported by 20 iron towers. Six of the towers were taller than those on the recently completed, Brooklyn Bridge in New



York City. More than 4,000,000 pounds of iron was used in construction. The foundations were made up of 112 piers

The viaduct was built entirely without scaffolding or ladders. According to Clarke, workmen "...climbed up the diagonal rods of the piers, as a cat will run up a tree." Incredibly, the Kinzua Viaduct took only four months to complete.

According to the American Society of Civil Engineers, and other sources, Thomas Clarke was the inventor of the modern metal (iron or steel) viaduct that used towers and connecting spans. The first such structure ever built, spanned Blackwell's Island in New York City. Clarke designed it in 1869. Older viaducts in those days, were built of stone and/or wood.

In September 1878, The British Institute of Civil Engineers awarded Thomas Clarke the prestigious Telford Medal and a cash award, for a paper he authored entitled, " Design Generally of Iron Bridges of Very Large Spans for Railway Traffic". It was based largely on his works with Clarke, Reeves and Company. The Telford Medal is an award for excellence in the field of civil engineering and was named after Thomas Telford(1757-1834), a much loved Scottish civil engineer and canal builder. Even well into the turn of the century, no other American civil engineer had been awarded this prize.

Thomas Clarke severed his connection with Clarke, Reeves and Company in 1883 and moved to New York City to become one of the founding members of the Union Bridge Company. Clarke's creative energies were stronger than ever.

In 1885 he tendered a design in competition for the Washington Bridge over New York's Harlem River. Clarke shocked the engineering profession by proposing that the bridge be constructed of reinforced-concrete. Using concrete to build a bridge, instead of just iron or wood, was unheard of in the United States at the time. Clarke was the first American civil engineer to advance the idea. His radical design concept was rejected. Today of course, concrete is one of the most common material used in bridge construction.

One of Clarke's major projects with the Union Bridge Company, was to design and construct the Poughkeepsie Bridge over the Hudson River, at Poughkeepsie, New York. Work began in 1886. The bridge was built as a viable shortcut to the New England and Pennsylvania coal fields. In fact the bridge cut 305

miles off the old commercial route. Its total length was more than one third miles from end to end. It stood a towering 212 feet above the Hudson River. When completed in 1888, it was by far, the largest railway bridge in North America. The bridge is still in use today. The grand Poughkeepsie Bridge was opened on December 31, 1888.

In 1884 the Union Bridge Company entered into an international tendering competition with some of the world's leading engineering firms, to build an immense bridge over the Hawkesbury River in New South Wales, Australia; a bridge that would help link Sydney to Newcastle. Fourteen bids were submitted to an examining board made up of three eminent British engineers. Firms from England, Scotland, the United States, Canada, France Belgium and Australia entered the competition. The bid submitted by the Union Bridge Company was selected. According to the examining board:

...the plan of this company for the piers was the most engineering-like of any presented and promised the greatest measure of success, and upon this feature mainly the award was based.

The Company estimated the cost of construction at L327,000. Thomas Clarke and Theodore Cooper also with the Union Bridge Company, designed the structure. It would be a steel railway bridge 2,896 feet long, divided into seven spans. They won one of the most highly sought after and lucrative engineering contracts of the decade.

Construction began in the Spring of 1887. Heavy equipment, hoist engines and other complicated apparatus had to be shipped from New York City to Sydney. The massive amount of steel necessary for such a project, was prepared at the Union Bridge Company shops in Athens, Pennsylvania and was later shipped via Glasgow, Scotland.

Clarke and Cooper's plan called for the laying of six pier foundations, through very deep, shark invested water, then 40 to 60 feet of soft mud at the river bottom. Some of the piers had to extend to a depth of 185 feet before even touching the bottom; deeper than any previous bridge excavation.

The area immediately surrounding the chosen site of the bridge proved inappropriate for construction of the complex steel superstructure. However, a mile down river lay a small island. The Union Bridge Company leased it and there the bridge's superstructure was assembled.

This island location presented Clarke and his men with a rather serious problem - how to move the completed spans, (weighing 1,000 tons each, with a length of over 400 feet) a mile up-river to the site of the bridge. The only solution with any hope of success, was to float each span when finished, on a large make-shift pontoon. But as E.K. Morse, one of the contractors on the project, recalled years later:

Such a thing had never been done and there we were, thousands of miles from home, with the problem on our hands and no marine experience.

A huge pontoon was built by Clarke after much trial and error. The pontoon, with a span on top, would float upstream, being pulled by cables, and would be set into place at its intended location along the length of the bridge. Then sent back down river. Never before in civil engineering, had such a procedure been tried.

Although tropical storms, strong river currents, and severe flooding played havoc with the pontoons, the technique still proved enormously successful. The last span was floated into place on March 1, 1889 amidst the cheers and whistles of its builders.

The Hawkesbury Bridge was officially opened by Australian Governor General, Lord Carrington, on May 1, 1889. It was the largest bridge built in Australia at the time and the first to be built outside the United States by American civil engineers.

Thomas Clarke retired from the Union Bridge Company late in 1887. His career as an engineer was far from over however. He became a consulting engineer for the City of New York in the 1890's. He designed and built the Third Avenue and Willis Avenue bridges over the Harlem River for the City. He was consulted by Henry M. Whitney of Boston on elevated railways for that city and in connection with mining development in Nova Scotia.

In January 1896 Thomas Clarke was elected the 26th President of the American Society of Civil Engineers. Clarke was also an active member of the American Institute of Mining Engineers, the American Society of Mechanical Engineers and he was one of the first Americans to be named to the British Institute of Civil Engineers. Just prior to his death he was appointed Chairman of the Committee selected to remedy traffic congestion problems on the Manhattan side of the

Brooklyn Bridge.

Thomas Curtis Clarke died at his home at No. 146 East 38 Street in New York City on June 15, 1901. He was seventy-four years old. After a short service at his home in New York, his body was transported by train to Port Hope, Ontario. He was buried in St John's Cemetery on June 19. One of the most accomplished and remarkable careers in the history of modern civil engineering had ended.

I think we in this area should be very proud of the surprising accomplishments of T.C. Clarke. I hope that in the near future, a Ontario Historical Plaque can be erected in the area, to mark the importance of this remarkable man.

Lachlin Burwash

Barbara Cameron

Barbara Cameron, Past President of the Society, gave an illustrated talk on Lachlin Burwash, cartographer, geographer and explorer (1874-1940). Burwash was one of the first four people to cross the magnetic North Pole by air and also discovered artifacts from the ill-fated John Franklin Expedition.

The problem preparing this paper has been what to choose to say and also, I must admit, keeping my mind on the subject (there were so many interesting side trips). For instance, after copying Uncle Lockie's obituary from the Cobourg World, I read the names of the pallbearers and many of them would make interesting subjects for the Historical Society to pursue. Among them was Dr Ren Roberston, Rennwood Farm, who was known as the Arctic Dentist because of his trips on the C.D. Howe icebreaker in the Hudson Bay area. Even the telephone numbers in the ads brought back memories. Our number was 262.

This is not a research paper...although goodness knows I've collected more than enough data. Instead it is the memory of a young girl who was most impressed with a gentleman she knew in her formative years. Back in the 1930's, the Baltimore Hotel was a family hotel in its truest sense. The odd travelling salesman dropped in with his sample cases and because there was still the Vaudeville turn on the stage of the Capital Theatre, we had magicians and illusionists in the dining room and lobby after dinner.

When the Pewtress family moved into the Hotel in 1930, Major Burwash had just completed his last trip to the Arctic. We children were very excited to be invited into the Burwash apartment to see pitchblende from Great Bear Lake glowing in the dark. Some years ago I was told a story about a dance that had been held in Port Hope and the women wore bits of pitchblende attached to their gowns. When the lights were turned out the effect was as if the room was filled with fireflies. Less than a year ago I checked this story with my mother. She could not confirm or deny it, but she added with a shudder, "I was afraid of that radium, and didn't like it when the children gathered around it."

In those days your parents' friends fell into two categories...those who were addressed formally by their titles and those who were much closer and who became courtesy aunts and uncles. Uncle Lockie and Auntie Hazel quickly fell into the later category.

Uncle Lockie had been born in Cobourg and it was here that he returned to build his retirement home - the log cabin on Highway #45 and hence their sojourn in the Baltimore Hotel while the house was being constructed.

Lachlin Burwash was the son of Nathaniel Burwash, Chancellor of Victoria College, who built the white frame house at 356 Walton Street. There have been four owners of that house in the 115 years of its existence. Chancellor Burwash, Col. O'Dell, my mother, Marjorie Pewtress and the present owner Dr David Flindall...Vice President of our Historical Society.

Originally there was a fence with a gate somewhere on the property. The kitchen garden stood at the back, where a bungalow is now located and it is possible that the fence enclosed this bit of property. Uncle Lockie used to tell the story of swinging on the gate and announcing to the neighbourhood that another brother or sister was dying of dyptheria.

I'am grateful to Catherine Milne for a copy of the Burwash family history which she wrote last year. This history confirms that in 1889 four of the children died within a few days of each other. William, age 5 on June 20; Reuben age 9, Grace 11 and Richard 5, on June 24, 1889.

Incidentally, of the 13 children born to Nathaniel Burwash and Margaret Proctor, only 4 lived to adulthood: Edward, (1873-1951) a minister and writer; Lachlin, born in 1874, explorer and president of the Burwash gold mine in Yellowknife, NWT, after whom Burwash Landing is named; Alfred, born in 1879, a geologist in Northern Ontario who had the doubtful honour of having the Burwash Prison Farm named after him; and Proctor, born in 1881 of Edmonton, who was also a geologist.

Nathaniel had a brother John, who also majored in theology, earned a Doctorate and was also a Professor at Victoria College. He and his wife had an adopted daughter, Hazel Keyo Walsh and it was she who became Auntie Hazel.

Their only child, Dorothy, was born in 1906 in Dawson City, the Yukon. She would be an admirable subject for an historical paper...being one of the first female Canadian

diplomats to rise in the service.

According to Uncle Lockie's obituary, published in the Cobourg World, December 30, 1940:

The late Major Burwash was interested in sports. During his university career he was an outstanding football player and played centre on the rugby team of 1895 which was the first team to win the Dominion championship.

Lachlin served overseas with the first Pioneer Battalion in Flanders until he was gassed at Passchendale. He was then transferred to the Forestry Corps and worked on the construction of landing fields in England.

When he returned to Canada in 1919, he rejoined the service of the Dominion government and made numerous journeys through the Arctic...chiefly by dog-sled.

We knew Uncle Lockie trudged over frozen lands. We heard that once he had been lost for almost a year. His reaction was - he wasn't lost, he knew where he was. Another time someone told me that he had walked over a thousand miles. I asked him how he managed to go that distance, and for the first time in my life I heard the expression..."just put one foot in front of the other".

When I was at Queen's University last summer on an elderhostel outing, I found the record of three investigations made by Uncle Lockie in 1925-26, 1928-29 and 1930. His introduction to the 1925-26 trip speaks of the necessity of developing a source of precise information regarding the Canadian North.

These reports contain stories of shipwrecks, snow blindness, sick and hungry dogs, horrible storms where visibility became nil. All the things that can occur in the Arctic are recorded in these pages.

Pick up almost any book about the Arctic and sooner or later you will find Lachlin Burwash's name mentioned. Richard Bonnycastle, a brother of Geoff Bonnycastle, was a Hudson Bay employee at one time and he mentioned Lockie. The Bonnycastle family would be interesting to follow up on as well; their grandfather was Major Charles Boulton, a resident of Cobourg. Major Boulton was captured by Louis Riel during the Riel Rebellion and was almost shot by Riel.

Uncle Lockie's reports of his investigations...particularly of his 1930 expedition, were very complete and business-like; factual but rather unexciting. Later I'd like to read you a few excerpts from the book, The Lure of the North by Richard Finnie, who is a son of the man who authorized Lockie's journeys.

Early in the spring of 1930, Lockie was ordered to spend the first part of the summer in the Great Bear Lake and the Coronation Gulf district. Then he was "to proceed to King William Island and Boothio Peninsula, and while at the latter to investigate the statements contained in the documents in possession of the Dept. of the Interior purporting to indicate the location of the grave of Sir John Franklin and possible depository of important papers of the expedition". That was a quote from Uncle Lockie's official version. This is how Richard Finnie describes it in The Lure Of The North:

Some years ago there came to light in Vancouver a curious document that professed to hold the key to one important chapter of the Franklin mystery. Accompanied by charts, it located on King William Island, above continental America and near the North Magnetic Pole, a cemented vault containing the corpse of Sir John Franklin himself, adjoined by three other graves and a cairn in which were diaries of other records.

Canadian authorities were so convinced of the document's importance that they bought it for a thousand dollars, chartered an airplane and instructed Major L.T. Burwash and me to try to find out whether it was true or false. On the evening of September 5th, 1930, the droning of an airplane motor heralded the long-delayed arrival of Burwash. He had flown from Coronation Gulf in a plane that had been abandoned on the Arctic coast by the MacAlpine party the previous fall. It had been salvaged a few days ago and whipped into shape for the present expedition. Not many men would be enthusiastic about undertaking an exploratory flight in an airplane that had been lying unprotected for a year at the edge of the Polar Sea, strained by terrific winds, gnawed at by frost and dampness, and baked by the 24 hour a day summer sunshine. Moreover, the wireless set wasn't working properly and so had been discarded.



The plane took off. Out over the Rae Strait we neared a small island group which we studied from a lower altitude, for here, according to an Eskimo story, the wreck of one of Franklin's ships was lodged on a reef. We could see no trace of it perhaps it had slipped off into deeper water, or been carried away by ice. The sea was becoming ice-flecked...The plane flew on...visibility was poor. Shortly at five thousand feet we were getting into a thick mist that threatened to blot out the earth and sea. Our fuel supply would not allow for much groping. The pilot, looking worried, took his hand from the stick and reached for pencil and paper. I was sitting beside him taking motion pictures. 'I don't think we can make it much farther north', he wrote; 'the fog seems solid - unless we try to get underneath. Where do you check our position now? How far north of Cape Adelaide?' I opened the door separating us from the passenger cabin and passed the note to Burwash. He and the engineer were clicking a mapping camera. Burwash, who was the navigator, handed me a terse reply, 'Turn back. Adelaide abreast of us now.' Cape Adelaide, about 200 miles north of the Arctic Circle and the site of the Magnetic Pole: Our plane was the first in history to fly over this magic spot.

They landed on a little lake north of Victory Point where the bodies of Sir John Franklin and some of his companions were supposed to be buried. They searched for the remainder of the evening and then set off again early in the morning. Underneath a cairn they found fragments of naval uniform cloth. Near the beach they came upon scraps of canvas, rope and cordage, part of a man-harness for hauling a sled, two barrel staves, more uniform cloth, bits of coal and a strip of metal that might have been a knife. There was nothing else. Yet according to the charts they held in their hands the cemented vault, graves and the cairn were supposed to be within a stone's throw.

Finnie was left in the Arctic for the winter. Burwash, Walter Gilbert, the pilot and Stan Knight, the engineer, proceeded south. In Coppermine, Walter Gilbert dispatched a half-column summary of his latest aeronautical exploit to the Edmonton Journal in which he announced the discovery of "numerous Franklin records of great historical interest".

Sensationalized headlines followed in newspapers all over the world:

**5,000 MILE AERIAL TRIP OVER UNMAPPED NORTH IS DESCRIBED BY GILBERT**

**FRANKLIN PARTY GRAVES WERE FOUND**

**BURWASH SUCCEEDS WHERE MANY EXPEDITIONS FAILED**

**WORLD-WIDE INTEREST ROUSED IN DISCOVERY**

**BURWASH ENJOYED GRAPEFRUIT ALONG TRAIL OF STARVATION**

**OFFICIAL FRANKLIN PAPERS TELLING DESPERATE STORY THOUGHT TO BE DISCOVERED**

**BURWASH FINDS TWO CAMPS AND DATA OF FRANKLIN PARTY**

**EXPLORERS LOCATE REMAINS OF VESSEL**

**FATEFUL STORY OF FRANKLIN'S BATTLE WITH DEATH ON SULLEN**

**ARCTIC COAST BROUGHT TO CIVILIZATION BY BURWASH**

Some papers erroneously claimed that not only had one of Franklin's ships been found, but also many skeletons and priceless records. Finnie writes that:

A number of our rolls of exposed film vanished mysteriously from the Western Canada Airways office in Edmonton, and directly afterward pictures of the celebrated Burwash - Gilbert expedition appeared in the newspapers. The impeccable 'New York Times' devoted a whole rotogravure page to the pirated photographs.

Gilbert's unofficial newspaper dispatch from Coppermine brought him a government rebuke and dismissal from his flying company, although he was soon reinstated. Burwash, habitually cautious and imperturbable, was in no way inconvenienced by the glare of publicity.

In the basement of Lockie's log cabin near Cobourg, was a room filled with eskimo artifacts and other souvenirs of the Arctic. We young people loved to go down and listen to Uncle Lockie talk about some of the hardships and excitement of the

north. Stephanie Dykes, the rector's daughter and I thought it would be a marvellous thing to go as Eskimos to the Halloween Party at Hatfield Hall School for Girls. Halloween was a very big event in the school year, and Uncle Lockie was a 'pet', helping us to put on the costumes in the correct manner. Steph and I joined in the Grand March around and around the gym so that the costumes could be judged. Horrors. The heat of our bodies, and the heat of the gym was such that we became "fragrant" ...alias stinky Eskimos, and we were banished to the cloakroom to remove our costumes. Uncle Lockie thought that was the best joke going. He was like that...a marvellous man, and I won't forget him in a hurry.

## Research Paper - David Frei

Barbara Garrick, a Past President of the Society and a teacher at Dale Road Public School, introduced three student participants in the recent School Board History Fair. David Frei, a Grade 8 student from Dale Road, presented a research paper and slide presentation on five cemeteries located in Haldimand Township.

I would like to start off by telling you the purpose of my project which is to look closely at the stone types and styles of early pioneer cemeteries.

Almost all of these cemeteries are now abandoned because there are now in isolated locations. I will also compare the location of these cemeteries, thus showing the change in early pioneer settlement compared to today's centres of population.

The five cemeteries that my project is based on are, Oak Heights, Bowmanton, Grafton Cemetery (located in the centre of the Village), Academy Hill (directly north of Grafton) and also Fairview (which is found in Shelter Valley) all in Haldimand Township.

However, before I look at these cemeteries individually, I think some background is necessary. The earliest forms of gravestones were probably just wooden slabs which have disappeared entirely. The earliest dated stone in all Ontario is from the 1790's. The earliest stone which I have found in Haldimand Township is 1832, located in Academy Hill Cemetery. Early pioneers rarely had either the time or the money for elaborate gravestones. The stones found in this area probably originated in Cobourg or Colborne.

Early shapes of stones were usually rectangular with minor variations in design along the top edge. The designs found in the late 1830's and on, can be divided into five general categories:

1. Classical Revival
2. Flowers
3. Hands
4. Animals
5. Angels

The first category, Classical Revival, include Christian symbols such as the willow tree. Since the willow is such a strong, well developed tree, able to withstand the loss of several branches and at the same time give the appearance of weeping, it therefore gave the ideal symbol for the stone. This symbol is the most popular in all of Ontario and also in the five cemeteries that I have examined.

The second category, flowers, is most commonly represented by the rose or a lily which symbolized purity.

The third category, hands, was also very much favoured by the people in early settlement. The usual design was a hand pointing upward, supposedly making a path to Heaven. Two hands clasping were also used. This represented being united with God.

The fourth category, animals, was made up mostly by lambs and doves. In Haldimand Township, only lambs were found and they each accompanied a child's grave.

Angels make up the final category and although they are definitely religious symbols, they were not very popular especially in Haldimand Township - none were found.

Oak Heights cemetery is terribly overgrown now. The foundation of a early church can still be seen there. To the right of the Grafton cemetery is an old church and also an old inn. In the Academy Hill cemetery all the gravestones face north, not east or west like the other cemeteries I have studied.

Now I would like to draw some conclusions. First, most cemeteries are located on a hill overlooking a church or a schoolhouse. Second, all the cemeteries are found where there was once a much populated community. Third, the gravestones are basically of a similar shape with minor variations along the top edge. Fourth, the cemeteries were abandoned as people moved away, ran out of land or if other cemeteries were open. Five, most stones face east and west probably because of this quote, "*God has seen where we rest as the sun rises through the mist. As the sun falls behind the hills, God will see us lying very still.*" This quote was found on one stone in Oak Heights Cemetery. Six, the willow and the hands are the most commonly found symbols in the cemeteries. That concludes my project.

## James Crossen and the Cobourg Car Works

Peter Tulumello

Peter Tulumello, Director of the Art Gallery of Northumberland gave an illustrated talk on the career of James Crossen and the Cobourg Car Works. His description of Cobourg's "homegrown" railway car industry and the largest local employer at the turn of the century, was accompanied by fascinating slides, most of which have never been shown before in public.

JAMES CROSSEN Jr. was born at Comber, County Down, Ireland on March 9, 1826. (Comber is a small village just a few miles south of the City of Belfast, in Northern Ireland.) James Crossen was one of ten children born to Mary Abernathy and James Crossen Sr.

In 1842, the James Crossen family left Ireland to settle on a farm near Batavia, New York. A year later, at the age of 17, the younger James moved to Cobourg, Ontario. According to family history a brother of James Crossen Sr., named Thomas, came to Cobourg in 1827. After acquiring 200 acres of land Thomas Crossen settled just east of Camborne.

Although, not certain, it is probable that James Crossen Jr. did have some contact with his Uncle and cousins in nearby Camborne. While in Cobourg James Crossen found employment at the Helm Foundry. He began work as an iron finisher in the machine shop of the foundry, but within a few short years he worked his way up to the position of engineer.

As an engineer at the Helm Foundry, Crossen travelled throughout the County fitting up the many grist and flour mills of the district with castings produced at the Foundry. Eventually, James Crossen achieved partnership in this firm. It was soon renamed the Ontario Foundry and by 1865, a Northumberland and Durham Directory listed James Crossen as the sole proprietor of the Foundry. Both the Ontario Foundry and its predecessor were located at the foot of College Street where St. Peter's Church rectory now stands.

Sometime during the mid to late 1860's, John H. Dumble, chief engineer and managing director of the Cobourg - Peterborough,

Marmora Railway and Mining Company approached the Ontario Foundry in search of a local source of ore and freight cars. Crossen, realizing his foundry's ability to produce the metal components of the cars and knowing the proximity of a supply of timber, agreed to fill the railway's order for twelve wooden dump cars.

Eventually one order of new rolling stock replaced the previous, and by 1873, demand for the Crossen built box and flat cars by various railway companies led to establishment of the Cobourg Car Works. Some of Crossen's earliest customers included the Grand Trunk Railway, the Intercolonial Railway and the Canadian Pacific Railway.

During the spring of 1878, Crossen decided to add First Class Passenger Coach construction to the operations of the Car Works. Land was purchased to the immediate north of University Avenue between Spring and Roe Street extending up to the main line of the Grand Trunk Railway. New buildings were erected at the site, and the finest equipment was purchased to allow the company to produce a high quality product.

Up until this time, Crossen was unable to enter the market for passenger coaches. The longer established American Manufacturers easily underbid Canadian companies. In 1878, the Canadian Government formulated a protectionist National Policy which favoured Canadian Industry. In 1879, the Tilley Tariff was created and a duty charge was placed on American built railway cars. This action allowed the Cobourg Car Works to compete with the very best, and within a short while Crossen captured a great portion of the Canadian Railways Market. Two of Crossen's main competitors were the American firms of Pullman Cars and Barney and Smith.

The first two passenger coaches ever made in Cobourg were commissioned by the Quebec Government for use on the Quebec, Montreal, Ottawa and Occidental Railway. One of the two cars was completed in July 1879 and unveiled the following month in Montreal. The Montreal Gazette reported:

"Yesterday morning a number of representatives of the city press paid a visit to the depot of the Quebec, Montreal, Ottawa and Occidental Railway at Hochelaga, to see a new first-class passenger car which has just been received from the maker, Mr. James Crossen, and one of a number which have been ordered. The car is the first attempt which has been made to rival the first class cars built in the

United States, and Mr. Crossen has proved his ability to compete with the best American manufacturers. The car is a beautiful specimen of artistic design carried out to a complete fulfilment."

By the spring of 1880, Crossen had moved all his operations the to the University Avenue factory site. The Cobourg World newspaper wrote of his move stating:

By his enterprise, he (Mr. Crossen) has built an exceedingly large and important business; and his new buildings and machinery afford him facilities for carrying it on second to those of no other establishment of its kind in the Dominion.

The Cobourg Sentinel published the following article in its March 25th 1880 edition:

**COBOURG CAR WORKS**  
**The Largest in the Dominion**  
**THE "HUM" OF THE N.P.**

"The largest Car Works in the Dominion at the present time, are situated in the Town of Cobourg, and belong to James Crossen Esq. They were begun in a comparatively small way some seven years ago, but through the untiring energy and perseverance of the proprietor, have increased as the years advanced, until the works now cover a space of between eight and ten acres of ground, employ over a hundred and thirty men, and consume vast quantities of material of various kinds, used in the construction of railroad cars.

An hour spent in going through these works will amply repay the visitor, and any sceptic who wants evidences of the 'hum' other than those he reads of in the press of the country, will have all his doubts removed, by devoting a little of his spare time one of these fine afternoons to a saunter through the Cobourg Car Works.

The first attraction to the visitor is the large building in which the wooden material for freight cars is got in readiness for construction. Here huge planing machines with their incessant buzz, smooth the long heavy beams which compose the



sides of the cars, while circular saws are constantly cutting other material into proper widths and lengths, and boring and morticing machines doing their labour with the nicety of clock work. Large piles of material, all ready for the erecting hands are seen on every side awaiting removal. Like the stones that composed Solomon's temple of old, which were got in readiness in the quarries, a long distance away from the structure itself, so the material that composes these cars is all prepared in this shop, the various pieces morticed to fit, so that when removed to the erecting house, where it is taken on trucks, the workmen there have only to fix the prepared pieces into their proper places, and bolt and nail them together. In a shop adjoining this, the iron wheels, the only material used which is not made in the works here, are bored the proper size, and fitted on the axles by hydraulic pressure, then run on trucks to the

#### ERECTING SHOP,

In this place immense piles of prepared material are seen on every side, through which the visitor has to thread his way. On the tracks were several freight cars in course of construction, the hands busily engaged putting the prepared pieces together. Four or five freight cars can be turned out in a day, as necessity demands, all ready for painting, lettering and finishing. In the

#### FREIGHT PAINT SHOP,

to which the cars are removed from the erecting house, as they are put together, the wood and iron work is painted, lettered, and the cars run out into the yard, from whence, after a sufficient number are ready, they are removed to their destination, these tracks being connected with the Grand Trunk Railway by a switch. On the track for removal were one second class passenger car, a baggage and express car, and a mail and smoking car, the cost of which amounts to nearly eight thousand dollars. These cars reflect great credit on the works here. The second class passenger has very comfortable seats, on which one could ride for a long distance without any inconvenience, and is fitted up and painted inside in a manner such as on experiences in

first class cars on many roads. The mail and smoking car is a paragon of perfection, the conveniences for assorting and caring for the mail matter being of the highest order. These cars are for the Canada Central railway. The next attraction is the building shop for

#### FIRST CLASS CARS,

In this shop the men were, when we paid our visit, working upon the last first-class passenger car, of a contract for six, for the railway mentioned above, and the foundation for the first car of a new contract, was getting ready. In this building all the material for first class cars, with the exception of the trucks, and heavy foundation beams, is got in readiness for the hands of the erectors. The machinery is necessarily finer and capable of neater work, than the shop first visited, as jobs turned out of here are of a superior order. One little machine is peculiarly attractive.

This is the one that makes the blinds for the windows of first class cars. The machine is small, and quite complicated, but it does its work in a most wonderful manner, and makes one think that the ingenuity of man is capable for almost anything. In the construction of first class cars quite a number of fancy woods are used. Large piles of these may be seen in every direction, composed of white wood, oak, ash, cherry, walnut, birds-eye maple, and mahogany. This shop has the capacity for turning out first class car every two weeks. Adjoining it are the upholstery and paint shops, the one for the upholstering of the seats, and the other for painting and finishing the cars.

Mr. Crossen is preparing large additions to these buildings, for even with their present capacity, he finds himself crowded for room, and material which should be kept under roof, has often to be piled in the yard. This yard, of which there are several acres, is a study of itself, and makes one think he is in the near vicinity of a large saw mill. Great piles of lumber, plank, scantling, and timber, meet the eye in every direction. These are constantly replenished by additions, brought principally by the cars of the Grand Trunk Railway, but also by teams from lumber mills in this vicinity.

The next points of interest are the works where the iron stuff is prepared. The first of these is the

#### CASTING SHOP,

As before stated, all the material used in the construction of the cars, wooden and iron, with the exception of the wheels, is prepared at the works here.

A large number of iron castings are required, consisting of axle boxes, brake fixtures, fancy ends for seats, etc. These castings are in both brass and iron. Casting is done every other day. We were fortunate in seeing the whole process of casting a number of axle boxes, and ends for seats. We first watched the iron going into the furnace, although the heat from the open door, and the gas, were not the most pleasant things in the world. Heaps of iron, composed of parts of old stoves, pots, frying pans, and almost every conceivable culinary utensil together with broken or imperfect castings, were shovelled pellmell into the maws of this insatiable fiery monster, to come out below as a creamy white molten mass. This is carried in a ladle between two men, to the moulds, into which it is poured, and allowed to stand for about ten minutes, to set, when the mould is opened, and the casting, still at a red heat tumbled out, when it soon cools. It is then taken to a large iron box, into which it is put with a number of others, and a quantity of small scraps and pebbles, and revolved by machinery, the friction taking off all the rough edges and uneven surfaces. Next to the casting shop is the

#### BLACKSMITH SHOP,

where bolts, nuts, etc, are made, and the iron rods so freely used in the construction of cars, turned and twisted into their requisite forms. We question if this blacksmith shop, for cleanness, comfort, and every requisite facility for turning out perfect work, has a superior in the province. Great heaps of bolts and plates, in their various stages toward completion, were lying about, impressing one very forcibly with the magnitude of the works which would require such vast quantities of material of this kind. Off from the

blacksmith shop is the

#### FINISHING AND TURNING SHOP,

where the bolts are threaded and fitted to the nuts, the castings bored, polished where required, etc., in readiness to be removed to the erecting house. These latter shops are all of brick, and have been recently put up. The whole of the machinery in the blacksmith, turning and passenger car shop is run by a very large and powerful engine, the machinery of the first shop visited being worked by a separate engine.

Mr. Crossen has had contracts for nearly every line in the Dominion. He has finished a large number for the western section of the Canada Pacific, the last order for this section being 45 freights. As an instance of the rapidity with which work can be turned out, when desired, the last fifteen of these 45 cars were ordered within less than ten days. When the order came, work was begun immediately, and the fifteen cars were delivered to the Grand Trunk, finished complete, in nine days.

The contracts now fulfilling comprise one hundred freight cars, - 60 flats and 40 box, - 2 first class cars, 2 second class., 1 baggage and express, and 1 mail and smoking car for the Canada Central; and 2 mail and smoking, 2 first class cars, for the Intercolonial; and four first class and an official car, - a big affair, - for the Pembina branch of the Canada Pacific Railway.

The extensive works just described is evidence that our fair town furnishes of the beneficial effects of the National Policy, and the "hum," loud as it is, is only the beginning of what is to be, as Mr. Crossen anticipates in the next few years, turning out a vast amount of work."

Within a few short years, the Cobourg Car Works grew to become the largest manufacturing industry in the immediate area. By 1886, James Crossen added the production of sleeping and dining cars to his operations. The Crossen car was sought after, by many railway companies throughout the continent. Its quality of materials, design and workmanship was well known. As a result, the peak demand for Crossen's products provided employment to as many as 500 workers and

the company's production output climbed to as high as 7 passenger and 150 freight cars per month.

On December 9, 1890, at the age of 64, James Crossen died suddenly, leaving the industry to the control of his six children. Crossen was married to Margaret Jane Hayden, the daughter of Reverend William Hayden in 1854. James and Margaret had two sons and four daughters. Their names were William, Frederick, Anna, Frances, Ella, and Mary. The eldest son, William James Crossen was already associated with his father in business. The younger son, Frederick John Crossen, was studying engineering at the Massachusetts Institute of Technology in Boston at the time of his father's death. It was while on a visit to Frederick in Boston that James Crossen took ill and subsequently, on his return that he died in Montreal.

In 1891 the family re-organized and incorporated the enterprise under the name, Crossen Car Manufacturing Company of Cobourg. William Crossen served as General Manager, while Frederick Crossen served as Secretary-Treasurer for the Company. William Renwick Riddell, a prominent lawyer in Cobourg and husband of Anna Crossen was elected as the company's president.

In 1896, Frederick died unexpectedly of an appendicitis attack. He was only 26 years of age at the time. The continuation of the company was left to William, who carried on until its end. The age of the wooden railway cars drew to an abrupt close with the introduction of the all steel car around 1910. Markets for the Crossen car had slowly declined since the turn of the century, due in part to the Canadian Pacific Railway Company. The C.P.R. was a major Crossen customer who opted to produce their own cars. Because of this, and the projected costs involved in the conversion of the plant to all steel production, the directors of the Crossen Car Manufacturing Company chose to liquidate the Company.

Cobourg's greatest and most prominent manufacturing company closed its doors in 1913 having contributed much to the economic prosperity of our region for over forty years.