

The London and Middlesex

2023

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Historical Society



The London and Middlesex Historian
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Cover image: Essex, the Great Western Railway's first mail-carrying train at the Niagara Falls station, 1854. This engine and tender were almost identical to that of the first passenger train to enter London in December 1853.

A black and white copy of the photograph was colorized for this issue by John O'Brien of Kilworth. Every attempt has been made to use colours as close as possible to what may have been the actual colours at the time.

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The London and Middlesex Historical Society

The London and Middlesex Historical Society was established in 1901 to promote awareness in the local heritage of London and Middlesex County. The aims of the Society are to encourage research, discussion, presentation and the publication of local history topics. The Society is affiliated with the Ontario Historical Society and also works with other community cultural and heritage organizations.

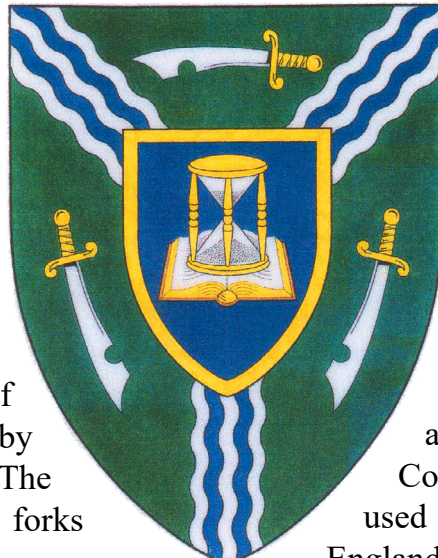
Awareness of local history is actively promoted through education, public meetings, tours, and demonstrations, and by encouraging young people to learn about and appreciate the past. The Society provides support and encouragement of historical research and the preservation of materials and memorabilia, relating to the heritage of the region. Working with community partners, the Society encourages the identification and preservation of historically and architecturally valuable buildings, sites and areas.

Membership is open to anyone with an interest in the Society's objectives and activities. Annual membership includes free admission to meetings, special tours and presentations as well as materials published by the Society.

Heraldic Shield

The London and Middlesex Historical Society's heraldic shield was created in 1992. Unveiled on Canada Day, it was designed by Guy St-Denis with the assistance of Roger Gardiner and rendered by Rob Turner.

The background green colour of the outer shield was inspired by the county's forests and farms. The Y-shaped device represents the forks of the River Thames in London.



The combination of alternating silver and blue stripes is a standard heraldic stylization for water. The hour glass on the book, which is set in a blue inner shield, is a conceptualization of history. Contrary to popular belief, the Saxon swords do not illustrate a growing militarism within the Society; rather, they are borrowed from the Middlesex County shield and are frequently used in coats of arms from southern England.

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From the new Editor ...

After being on the faculty of St. Peter's Seminary for over 50 years, I finally decided to retire in 2016. One student remarked, "Congratulations, Father. You finally figured out how to get out!" I could be a slow learner. Following the Covid pandemic, I felt I needed something totally different in my retirement. I knew my seminary classmate from 1958-60, our retiring president Dan Brock, had mentioned *The London and Middlesex Historical Society* casually on several occasions. *Cur non?*, Why not?, shot through my morning prayer one day. (My Latin sticks.)

I suddenly showed up at the September, 2022 general meeting in the old London Courthouse. The last time I was in this building was almost 40 years ago to celebrate Mass for the prisoners in the jail section. As I sat in that wonderfully paneled courtroom, I reflected, "How many trials were held here, including that of the (in-)famous Donnelly brothers. If their ghosts could speak...?"

At the meeting, I was immediately impressed with the wide variety of individuals attending the session. When each one spoke, I was amazed at their huge wealth of personal experience and expertise. These treasures were a continent away from my own sheltered and focused priestly life, where discerning vocations to the priesthood, permanent diaconate, and pastoral ministers had predominated. These people had *much* to teach me, I mused.

With typical Prieur alacrity to jump in to get things done, when the position of head of the Society's Publications Department came up, I volunteered. Of course, Dan informed me that he hoped I would do just that. Not long after that, the Society needed a new editor for the *Historian*. Having just retired as editor of the Seminary *Alumni Bulletin*, I had a vacuum in my editorial den. The position was filled with warp speed. Who would have thought!

I inherited a remarkably talented editorial pool. Sandy McRae had meticulously edited the quarterly *Newsletter*, with its constantly vexing computer vagaries. She did it well and we are all grateful for her exquisite productions. Sad to say, she is now stepping down. I do want to thank her deeply for all the work she did. I know she will help us with her successor.

In this regard, a friend of mine, Vi Nguyen, has volunteered to be the editor of the *Newsletter*. She is recently retired and looking for something to fill the time. When I invited her to do this, she almost leaped out of her chair. "Yes! I have been asking God to tell me what I can do with my extra time and my computer skills from work. This is an answer to my prayers!" She is a whiz on the computer. She, and her husband Gerry, even agreed to help with the graphics and set-up for *The Historian*. Welcome aboard, Vi!

The editorial board for *The Historian* has included Catherine McEwen, Cindy Hartman and Colin Duck. Every time they speak, they sparkle with elephantine historical memories, pin-point accurate data-recall, and inspiring overviews replete with contextual and insightful details. I am grateful to be working with them.

Recently, Catherine has announced her retirement from this task, owing to ongoing difficulties with her eyes. I am deeply grateful to her for her wonderfully incisive and humorous comments about our editing materials. And once again, Heaven has provided a replacement for her, namely Dale Munro. His background in social work and as a therapist gives him remarkable perspectives much needed for the *Newsletter* and the *Historian*. He has been a member of the *Society* since 1994. Again, welcome aboard!

Finally, our retiring President, Dan Brock, London's resident history laureate, continues to amaze me at his every intervention. He truly *loves* history, and is totally dedicated to making it relevant, especially for newcomers. I am proud to have begun my own academic career in London at the seminary with him. We all owe him a huge debt of gratitude for what he has contributed to the *Society*.

Now, on to our latest issue of the *Historian*. I can assure you, if you love history, you will not be bored with our five feature articles. Two of them deal with local aspects of medical health care, mental health and the artifacts at St. Joseph's Healthcare. Another plumbs the depths of Sir Adam Beck. The seminary piece speaks of pastoral care *via* St. Peter's Seminary archives. Dan's leading article almost makes you feel the chugging and puffing of a steam engine boring down on London from the East. He even went to extraordinary efforts to provide us with a photo-shopped, colour photo of this first engine for the front cover of our latest issue. Kudos to you Dan! I think we can almost wave to you in the engineer's cabin.

Enjoy this colourful issue!

Mike Prieur, editor.

The Arrival of the First Passenger Train in London

Dan Brock and Gerry Nichols¹

Background

Thursday, December 15, 2023, marks the 170th anniversary of the formal celebration of the arrival of the “first” passenger train from Hamilton to London along the Great Western Railway tracks. The Niagara Falls section, between the Suspension Bridge at Niagara Falls and Hamilton, was opened for regular traffic on November 10, 1853 and the Windsor section, between London and Windsor, would open on January 23, 1854.²

This railway had its origins in the incorporation of the London and Gore Railroad Company on March 6, 1834 to build a railway from the town of London to the head of Lake Ontario. The name heading the list of incorporators was Edward Allen Talbot of London.³ Indeed, it was he who, in 1830, was the first person in Upper Canada to advocate for a railway in the province and that to run from the London hinterland to Burlington Bay.

In March 1845, the Company was reincorporated as the Great Western Rail Road Company. The original survey of the Great Western line was done with a view to economy and was to be run through the town of London generally along what is presently the route of the Canadian Pacific (CP). The breaking of the ground took place to the southwest of the present Richmond Street and the CP tracks on October 23, 1847. When London was permitted to take stock in the Rail Road Company, in July 1850, the Town Council took £25,000 (about \$37.8 million in 2023), but with the proviso that the line be south of Dundas Street and that the station be located on Richmond Street. “The directors found that they could not do without London’s contribution to the stock, and consented to the wishes of the municipality, though by so doing they materially increased the cost of construction as well as of maintenance.”⁴

In April 1853, the Company was renamed the Great Western Railway Company (GWR). By this time, the chief promoters were lawyer-politician Allan Napier MacNab of “Dundurn Castle” on Burlington Heights and Hamilton merchants Isaac and Peter Buchanan, Robert W. Harris, and John Young. Aided by government guarantees and attracting sufficient American and British capital it was able to open the entire line from Niagara Falls to Windsor, via Hamilton and London, in mid-January 1854.

This article outlines the “trial run” of the first passenger train to enter London on December 13, 1853, the “official trip” two days later, and ends with accounts of the locomotive, engineer, and fireman of the locomotive on both trips. But first a little about the town of London at this time.

London, in December 1853, was bounded by the two branches of the Thames River on the south and west and Huron and Adelaide streets on the north and east. Its population was about 8,000. While the town could boast of having three weekly newspapers at the time—*The Times*, *The Canadian Free Press*, and *The Middlesex Prototype*—only one issue of the latter, covering the arrival of the first passenger train into London, appears to have survived.⁵

The Trial Run

The Wednesday, December 14, 1853 issue of the *Hamilton Spectator* noted that “the first train on the central division [Hamilton to London] passed safely from this city [Hamilton] to London, with several of the Directors on Board” and that the formal opening of this section would take place the next day.⁶ Thus, it would indicate that this passenger train probably arrived in London on Tuesday, December 13th, two days before the “official” run.

This was indeed the case, as it was reported in the *Spectator* for Saturday, December 17th that “On Wednesday morning [December 14th] the Directors returned from a trial trip, the whole distance, in 3 hours and 20 minutes, including stoppages—a speed which has hardly been attained before on a new road, a small portion only of which is gravelled, and yet there is actually less motion than on some of the roads in the State of New York in use for years.”⁷

One of the passengers on this trial run was William Bowman (1820-1909), the mechanical superintendent of the GWR then living in Hamilton. Fifty years later, while living in London, Ontario, he recounted the event for a reporter of the *London Advertiser*.⁸

Bowman stated that this train “consisted of a locomotive and, a couple of cars,” and besides himself, included Charles John Brydges,⁹ the general manager and John T. Clarke, the chief engineer. This makes perfect sense, as the hurriedly-constructed road would have to be tested before the official run of December 15th, and Brydges, Clarke, and Bowman would have been the three main officials capable of seeing that all was in order.

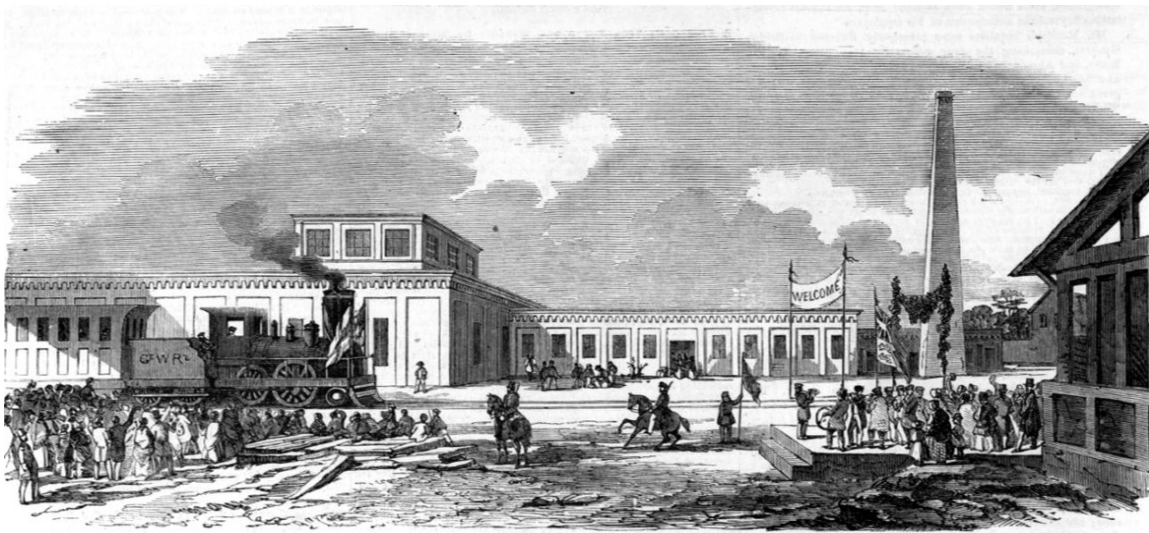
It may be of interest at this time to note that the then province of Canada (now southern Quebec and Ontario) declared on July 31, 1851, that 5 feet 6 inches (1.68 m) would be the National Railway Gauge of Canada. It has been surmised that this was a military and political decision to frustrate any attempted invasion from the United States although its adoption in the British colonies might be of advantage to British manufacturers. This was much to the annoyance of the Directors of the Great Western Railway, who had made all their plans for a railway on the 4 feet 8½ inch (1.44 m) gauge as used by the railways in the Eastern United States, and would prevent the use of its cars in that country. Eventually, a third rail was laid to enable rail travel between Niagara Falls, New York and Detroit, Michigan. This was completed and opened for traffic on January 1, 1867. By January 31, 1872, the whole of the Company’s system had been converted to the narrower gauge.¹⁰

Meanwhile, Bowman recalled that on December 13, 1853 “the weather was cold and raw, and the mud along the line was simply appalling.” The train “left Hamilton...early in the afternoon and it was near dusk when we arrived at London.”

It was further noted that the travel time had been “slow, slow even for those days, owing to the condition of the roadbed; and it was my opinion at the time that it was a foolhardy notion to attempt the trip on such a roadbed. The rocking of the coaches was frightful, and I thought at times we would go into the mud in the ditch.”¹¹ Bowman continued: “We stopped at all the stations along the line, but it was difficult to leave the coaches, as there was [*sic.*] no platforms as yet erected, and the mud was too deep to wade into.”

The fact that the train had stopped “at all the stations along the line” would explain why the actual travelling time was “considerable less than three hours” while the train took “3 hours and 20 minutes, including stoppages” in its trial run from Hamilton to London.

The London station at the time, according to Bowman, “was a little frame building”, another indication of how rushed everything was done under Brydges’ direction.¹² As for the sketch on page 56, of *The Illustrated London News*, of London, England, January 21, 1854, this station, was described as representing “the Train passing the Company’s Engine-house and Workshops, and approaching the Passenger Station. The Engine-house, next the square building partly lighted from the top, in the left of the Sketch, is well arranged, and capable of containing seventeen locomotives,” is quite clearly not the temporary London station of 1853 or the permanent one constructed in 1854, for that matter.¹³ Rather, it would be of the scene at the station in Hamilton, presumably on the train’s return trip from London on Friday, December 16, 1853.¹⁴ Thus, the myth of the sketch in the January 1854 issue of the *Illustrated London News* actually being the London station is put to rest.



OPENING OF THE CANADA GREAT WESTERN RAILWAY.—LONDON STATION.



The London Station, opened in 1854, with a train arriving from Windsor and the Tecumseh House in the background

There was “a great cheer from those present” on the arrival of the train on which Bowman arrived in London on December 13th “without incident...and [we] were met by a large crowd of people, who had awaited our coming.” The party was greeted by Edward Adams, London’s mayor and one of the directors of the GWR, “and a number of councillors and prominent citizens” who were then escorted to Adams’ residence which was possibly in the same building as his wholesale and retail grocery store on the south side of Dundas Street, between Ridout and Talbot.

As already noted, the party returned by the same train to Hamilton the next day. Presumably, all were also on the official trip of Thursday, December 15th.

The Official Trip

The weather that Thursday, December 15, 1853, was described as “more like April than the middle of December” and the air was “rather chilly, but there was not a particle of frost in the ground, nor of snow on the surface.” This “official” run left Hamilton at about 9:30 a.m. (sun time) and arrived in London “at 3 p.m. [3:25 EST].” The *Toronto Globe* stated that the train consisted of four passenger cars, “which were not filled” and one baggage car when it left Hamilton, while the *Hamilton Spectator* article only mentioned “three cars.”¹⁵

Among the passengers known to have boarded the train at the Hamilton station were Robert W. Harris, president and director of the GWR; George S. Tiffany of Hamilton, another director; Samuel Zimmerman of Niagara Falls, whose firm built much of the railway; Joseph Curran Morrison, Solicitor General of the Province of Canada; “Major Graham of the Pensioners”; David Christie, MP for Wentworth County; Mayor William G. Kerr of Hamilton; William Paterson McLaren, a wholesale grocer in Hamilton; Messrs. Hatt, Osborne, McKinstry, and Pring, also of Hamilton; William Notman, lawyer and politician of Dundas; and the aforementioned C.J. Brydges,

J.T. Clarke, and Wm. Bowman. Along the way, they were joined by George Samuel Wilkes, the mayor of Brantford, Oxford County's warden, Daniel Mathison, of West Zorra Township, and Oxford County judge, David Shank McQueen of Woodstock.

After rounding Burlington Bay and the low lands through which the Desjardins Canal had been cut, the train laboriously climbed the steep ascent which "Hamiltonians fondly call the mountain." Trestles constructed of logs, while men and horses worked below—another example of Brydges' rush to open the line—were crossed. Stopping at Dundas, a few passengers were picked up.

Coming to a stop at the Flamboro' Station, 3¼ miles (5.6 km) further, the passengers were greeted by a large group of people. Triumphal arches had been set up, banners displayed, a cannon procured and two bands were in attendance. Refreshments and champagne "were dispensed liberally to all who chose to partake," and a toast was given and reciprocated.

It is not known whether passengers boarded the train at Fairchild's Creek (near Copetown), Princeton, and Ingersoll, but they certainly did at Brantford, Paris, and Woodstock. Lunch and champagne were also provided at Paris, Woodstock, and Ingersoll. Large crowds turned out at all the towns and villages where the train stopped. Twenty-eight-year-old Rowland W. Sawtell of East Zorra Township wrote in his diary that day that "A large procession formed at the courthouse at Woodstock and with band and banners, marched to the depot. The band with a number of citizens, went on to London. We can hear the whistle quite plainly at our place, five miles distant."¹⁶

An "immense crowd of people," estimated to have been 16,000 in a town of about 8,000, "were seen awaiting the expected guests," in London, some of whom "had driven twenty and thirty miles, over bad roads to be present." Among those in the immediate vicinity of the station were the firemen and dignitaries.

As the procession, headed by marshals, firemen, and the band, moved west on York, north on Richmond and again west on Dundas streets, triumphal arches, enormous banners, and festoons were to be seen from one side of Dundas Street to the other. Among the amusing mottos displayed was that on a furrier's store, believed to have been that of Raymond & Rowland on the north side between Talbot and Ridout, of "a large black bear, holding in his paw the words 'You are no friend of mine'." From a distance could be heard the peal of the bells of St. Paul's Episcopal (Anglican) Church on the northeast corner of Mark Lane (Richmond Street) and North Street (Queens Avenue).

James Egan, the daguerreotypist, had taken "some excellent views of Dundas Street, while decorated, and of the locomotive and car, as they arrived." It was believed that it was "the intention of the committee to send copies to the publishers of the London 'Illustrated News'."¹⁷

On "a little platform" in the Court House Square, on the west side of Ridout Street, between Dundas and King, "A congratulatory address was presented by the Council of London to the

Directors, which was appropriately acknowledged....” Brief speeches were then made by the aforementioned R.W. Harris, Edward Adams, W.G. Kerr, G.S. Tiffany and C.J. Brydges.

Huge bonfires were lit, at different places, in the middle of the main streets in the evening and the new and extensive wholesale dry goods store of Kerr, McKenzie & Co., on the southeast corner of Ridout and North (Carling) streets “was brilliantly illuminated.”

At “about 7 o’clock, about 350 gentlemen¹⁸ sat down to a dinner given by the corporation and the town’s people, in [John Smyth’s] Royal Exchange Hall [on the northwest corner of Ridout and Dundas streets], a large and handsome room, built by a company to be used on occasions like the present. Four long tables filled the room, and a little gallery at the end afforded room for the bands, which played during the evening. The dinner was excellent; every care had been taken to provide such delicacies as could be procured. Lobsters were brought alive from the east, game was abundant, and the cuisinerie in general, excellent,” according to the *Globe* of December 19, 1853.

The Hamilton *Spectator* observed that: “Every substantial and delicacy of the season was spread in profusion, and wines, of which champagne formed the staple, were to be had without the trouble of asking.” The only criticism noted was that the service “was not quite so good as it might have been, but this trifling fault lay with the caterer—not the hosts.”

Mayor Edward Adams presided “at the central table” and was supported by Crowell Willson, M.P.P. for Middlesex, Thomas C. Dixon, M.P.P. for London, London merchant Adam Hope, London lawyer James Daniell, and others.

Following the clearing of the table, toasts were proposed to the Queen, Prince Albert, and the Royal Family, the Administrator of the Government, the President of the United States and the Executive Council of the Province of Canada (now southern Ontario and Quebec), the President of the GWR, its Managing Director, the Directors of the Company, the Municipalities holding stock in the Railway, John T. Clarke and the Associate Engineers, the Resident Engineers, the Mayor and Corporation of London, and, as an afterthought, the health of Sir Allan MacNab (who was severely ill and unable to attend).

Several Americans were present and it was a General Clark or Clarke, “one of the contractors,” who responded to the toast to the President of the United States.

Among the other toasts which followed were those to “The health of Mr. [Roswell Gardinier] Benedict, late chief engineer; and of The Ladies of London,” the latter, of course being excluded from the gathering. To the surprise of many, the press also had been totally ignored, despite its promotion of the railway.

The next morning, Friday, December 16th, London’s firemen “took an excursion to Ingersoll on the cars, while the guests strolled through the town or called upon their friends.” Following the

return of the excursion party, it “turned out in the same order as the previous day, and escorted the guests to the Cars. Here, a few minutes before twelve [about 12:20 EST] friendly cheers and farewell greetings were exchanged and the train moved eastward.”

Among those on this return trip was the “Special Correspondent” of the Toronto *Globe*.¹⁹ He noted that “the excursion train” was to leave the London station at 11:00 a.m. “but some delay took place in consequence of the crowd of people about the cars, anxious to see the start, and also from the number who wanted to take a ride down the line.”

Again, the train “stopped at all the stations to land passengers, and it was pleasant to see the delight of those who had travelled and those who came to meet them, at the idea being in possession of this first railway.”

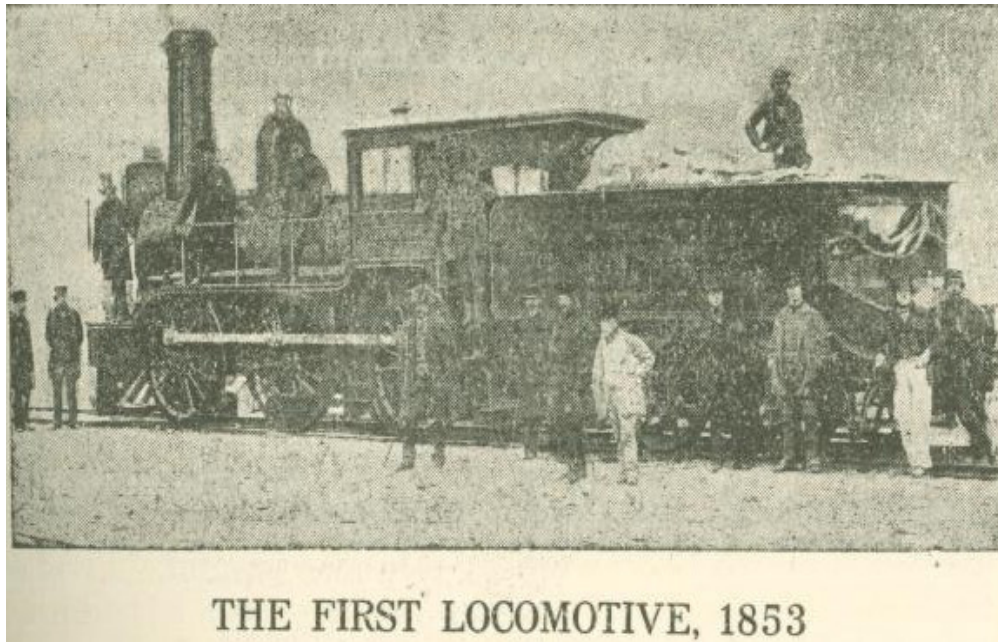
“It reached Hamilton in four hours, after making several stoppages on the way.” The reporter noted that “Between London and Woodstock the time was fully thirty miles an hour, and there can be no doubt that when fully gravelled and settled, the road will come up to the expectations of its friends, as the very best Railway on the Continent.

The Locomotive

Like the myth of London’s passenger station in December 1853, *The Illustrated London News*, on pages 10 and 11 of its September 1, 1860 issue, is the originator, albeit unwittingly, of another myth, namely the identity of “The First Locomotive” to have entered the town of London.



A reproduction of this image from a photograph is to be found in Archie Bremner's work of 1897 and in the 1909 LMHS publication. The year given for the arrival of the first train into London is stated to be 1854 in the former and 1853 in the latter.²⁰

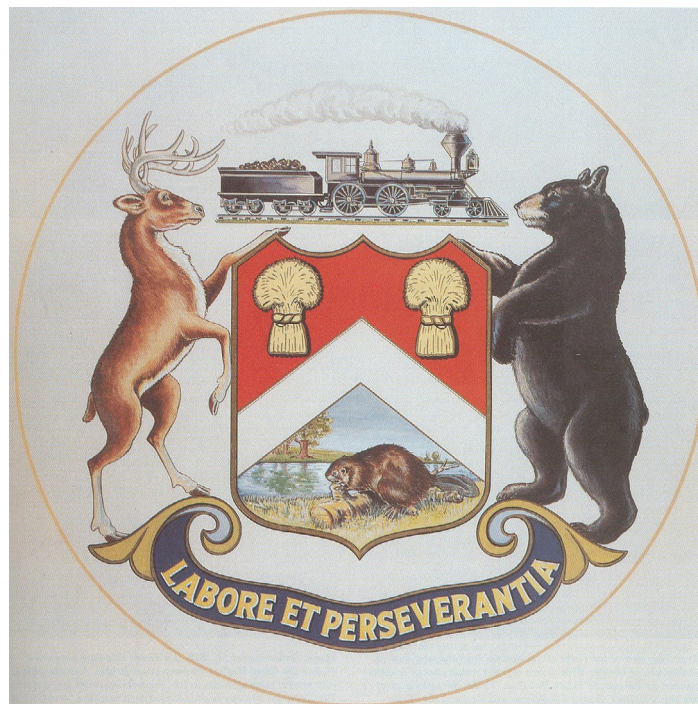


Now, the American system used to describe steam locomotives, known as The Whyte System, lists the leading wheels first, then the driving wheels which are coupled together, and lastly, the trailing wheels at the rear. The above illustrations, therefore, are of a 0-6-0 engine, no leading wheels, six driving wheels and no trailing wheels. Moreover, the images depict locomotive number 67, *G. STEPHENSON*, which was a freight, not a passenger, engine. It was only completed in June 1860, at the Hamilton shops of the GWR, along Burlington Bay and just a short distance east of Sir Allan MacNab's residence, "Dundurn Castle."²¹ Quite clearly, Archie Bremner and the LMHS got it wrong when they thought locomotive number 67 was the first engine to arrive in London!

The City of London's coat of arms, as shown in the City's first business directory, should provide a clue as to the appearance of the first passenger engine to arrive in the then town of London in mid-December 1853.²²



Note that the engine depicted on the London coat of arms would be described as a 4-4-0, there being no trailing wheels. Below is an image of an obviously different locomotive and other changes on the City's more recent coat of arms.



According to William Manser Spriggs,²³ the GWR had at least 25 passenger locomotives by December 1853! Ten had been built by the Lowell Machine Shops of Lowell, Massachusetts, nine by the Schenectady Locomotive Works of Schenectady, New York, and six by Richard Norris & Son of Philadelphia. All were of the 4-4-0 variety and, like ships, were given names. In this case, they were named after the counties, towns, and cities which were to be connected by the railway, such as *Middlesex* and *London*, or Roman gods such as *Jupiter*.

It is our belief that the locomotive used on both the trial and official runs had to be *London*, owing to its name and destination on the days in question. The *London* was one of the first four passenger engines built by the Lowell Machine Shops in 1853 for the GWR. Spriggs thought its original assigned number was 5. Interestingly, these engines were not delivered directly but sold to the Schenectady Locomotive Co.²⁴ *London* and *Hamilton* were delivered on May 1st and *Canada* and *Niagara* sometime earlier. These and others would have been taken by rail to Cape Vincent, New York, across from Wolfe Island, and then transported to the “Burlington Beach canal by boat and were unloaded and taken to Stoney Creek on temporary rails and put on the main line which was graded and rails laid to that point, and from there they were taken to the G.W.R. shop at Hamilton and put in running order.” Although built as passenger engines, they were originally used “in the construction of the line & subsequently in hauling the heavy freight trains.”²⁵ Using a “carriage horse” as a “draft horse” meant that *Canada*, *Niagara*, and *London* required “a thorough repair” by the early summer of 1854.²⁶ On the afternoon of Thursday, March 8, 1855, the 23-ton (20.86-tonne) *London* had the distinction of being the first locomotive to cross the Suspension Bridge in a test run at Niagara Falls to the American side and return.²⁷ By 1862, however, both *Niagara* and *London* had apparently been scrapped.²⁸

The one GWR passenger locomotive of this time for which a photo exists is *Essex*, completed by the Lowell Company of Massachusetts in March 1853 but not delivered to the GWR until January 1854. Its original number was 15. Later that year, it had the distinction of pulling the GWR’s first mail car.²⁹ This engine was identical to *London*, and its sister locomotives *Canada*, *Niagara*, and *Hamilton*, except that *Essex* had 14” x 22” (36 cm by 56 cm) inside connected cylinders and 66” (1.68 m) drive wheels, whereas the other four had 16” x 22” (41 cm by 56 cm) inside cylinders and 72” (1.83) drivers.³⁰ All five originally had a “Croton cut-off.”³¹



**Essex, the GWR's first mail-carrying train, as seen in 1854
at the Niagara Falls station.**

<https://picryl.com/media/93-william-england-the-canadian-gwr-locomotive-essex-5b3d0c>

The Engineer and Fireman of the First Passenger Train

The engineer and fireman who arrived in London on the trial run of December 13, 1853 and the official run two days later were John Hall and Thomas Brock respectively.³²

John Hall, the eldest son of Matthew and Ann Hall of Longbenton, Northumberland, England, was baptized there on April 22, 1821. On September 17, 1848, at St. John's Church, Preston, in Lancashire, he married Eleanor Robinson, the daughter of Thomas and Fanny (Layfoot) Robinson. John was living in Carlisle, Cumberland and is believed to have been working for the Northern Division of the London & North Western Railway (LNWR) at the time. He and Eleanor were living in Carlisle when the 1851 census was conducted and John is listed as a stoker (fireman) for a railway, presumably the LNWR. He is believed to have left the LNWR on February 25, 1853, at which time he was earning 5 shillings per week, was probably a senior fireman, and could have become an engineer if he had remained.³³

It is believed that he had been recruited by the GWR with the assurance that he would be promoted to engineer, as indeed he was by December 1853. Like the aforementioned William Bowman (who also arrived in Canada from England in 1853), John and his wife, Eleanor, were probably living in Hamilton by this time.

Again, like Bowman, the Halls had moved to London by 1856. At this time, John is believed to have been still an engineer and boarding at Robert Wilson's Golden Quoit Saloon on York Street, near Burwell.³⁴ Later, he became a conductor for the GWR, probably owing to injuries suffered in a train wreck or because it was a safer occupation. It was on the afternoon of Thursday, June 5, 1862, however, while in charge of the east bound cattle train and while assisting in coupling cars at the Bothwell station, that "he received a blow in the region of the heart," while "Incautiously stepping between the buffers, just as the cars were coming together" and died shortly afterwards.³⁵

The Halls appear to have been childless.³⁶

As for Thomas Brock, the fireman on this auspicious occasion, he was born out of wedlock, on either September 1st or December 1st, 1823, in Muiravonside, Stirlingshire, Scotland, to Ann Malcolm (1801-1868), the daughter of Alexander and Elisabeth (Calder) Malcolm. The father was William Brock (1799-1861) who lived in the Parish of Denny to the northwest of Muiravonside. William and Ann were married in Muiravonside on February 6, 1824. Their son, Thomas, was baptised into the Church of Scotland three days later.³⁷

At the time of Britain's 1851 census, Thomas was working as a stoker for the Southern Division of the LNWR and lodged on Church Street, in Rugby, Warwickshire, England. The LNWR records confirm that he moved from Rugby to Wolverton, in Northamptonshire, in December 1851 and left the railway in May 1852.³⁸

The next month, he boarded the *Houghton* in Liverpool and disembarked in New York on June 29, 1852. The ship's passenger list described him as 28 years of age, male, an engineer, and a native of Scotland.³⁹ Indeed, his obituary also denoted him as having also been an engineer for the LNWR.⁴⁰ He spent a few months in Montreal before presumably making his way to Hamilton where he was employed as a fireman by the GWR.

Sometime after arriving in London on the first train, he was promoted to engineer and settled in that city. This is believed to have been after 1856 as he is not to be found in *Railton's Directory*.

The 1861 Census for Canada West lists Thomas as an engineer and living in London with his wife Susan, their children William and Mary Ann, Susan's son, Alfred Tory, by her first marriage to Ireland John Tory (1822-1857) and Tory's eldest son, John Michael or Mitchell Tory, by his first marriage.⁴¹

Ireland John Tory was born to Roman Catholic parents and baptised as "John Tore" on May 25, 1822, in Buttevant, County Cork, Ireland. At some point, John had moved to England and had assumed "Ireland" as his first name by the time he had married Elizabeth Rose (1825-1851), in Newport Pagnell, Buckinghamshire, in the second quarter of 1845. Their first child, Mary Ann, was born in the second quarter of 1846, in Newport Pagnell, and died in the fourth quarter of that year in Peterborough, Cambridgeshire. Their second child, the aforementioned John M. Tory, was born in Newport Pagnell in the third quarter of 1847.⁴²

Ireland Tory was most likely working for the London & North Western Railway (LNWR) at this time. In February 1851, its records confirm he was an engine driver for this railway. Between October 1851 and June 1852, he was in Rugby, Warwickshire. On December 20, 1852, Tory married his second wife, Susan Southam, in St. Pancras Church, London, and gave his occupation as engine driver.⁴³

The Torys may have had a son, William, born in the St. Pancras District of London in the fourth quarter of 1853, who probably died before the family sailed for Canada.

Tory, his wife, Susan, and his son, John M., by his first marriage ultimately moved to London, Canada West where Susan gave birth to their son, Alfred Tory, on August 12, 1856. As Ireland Tory's name is not found in the 1856-57 directory, it would seem that the Torys only arrived in the city sometime later in 1856.

Tory, an engineer back in England, was almost certainly an engineer for the GWR by the time he arrived in London, CW. On the morning of January 8, 1857, he was the engineer of the west bound freight train out of Hamilton which collided with the east bound mail train "on the embankment crossing the old entrance to the Desjardins Canal just beyond Burlington Heights". As both trains were going around the curve in slow motion, none of the cars were thrown off the track but R.M.

Kesler of Windsor, the inspector of the water service on the railway, Charles Betts, the fireman in the locomotive Tory was driving, and Hiram Everson of Detroit, the express messenger, all died that same day from their injuries.⁴⁴

This tragedy, which occurred some distance west of the Desjardins Canal, is not to be confused with the internationally-known Desjardins Canal Disaster which took place scarcely two months later, on March 12, 1857, when the leading axle of the *Oxford* broke and the engine and several of the cars of the west bound passenger train out of Toronto fell over the bridge, causing the deaths of 59 persons.

As for Ireland Tory, who was denoted as “Dory” in the January 9th issue of the *Hamilton Spectator*, he was described as “very much injured, burned, and scalded.” Although “removed from the Depot to a hotel” and stated to be “progressing favourably”, he succumbed to his injuries on January 21st.

Betts was probably living in London as well at this time as both appear to have been interred originally in St. Paul’s Cemetery on the present site of Queen’s Park in East London and later their remains were transferred to Woodland Cemetery. The grand monument seen on the next page was erected to both men by “their friends and fellow workmen.”

No doubt Thomas Brock was one of Tory’s and Bett’s “friends and fellow workmen” who contributed to this fine piece of workmanship. Brock was most probably well acquainted with Tory’s family in London and may have stayed with them on layovers. In fact, Brock and Tory probably knew one another back in England as they were both employed by the LNWR.



Below the names of Tory and Betts, is written the following:

Our engine now is cold and still,
No water does our boiler fill.
Our wood affords its flames no more,
Our days of usefulness are o'er.
Our wheels deny their wanted speed,
No more our guiding hands may heed.
Our whistle, too, has lost its lore;

Its shrill and thrilling sounds are gone.
Our valves are now thrown open wide,
Our flanges all refuse to guide.
Our backs also that were so strong,
Refuse to aid the busy throng.
No more we feel each weeping breath;
Our steam is now transcended in death.
Life's railway's [sic] o'er such stations past,
In death we've stopped our course at last.

Erected by their friends and fellow workmen.

Like John Hall, it is believed that both Brock and Ireland Tory had been hired by the GWR before they ever left England.

Brock would appear to have been residing in Hamilton as an engineer for the GWR, prior to Tory's death, after which, he was based in London.

Thomas Brock and his wife, the former Susan (Southam) Tory, had married within about a year of Ireland Tory's death as their first child, William A. Brock, was born in London on October 19, 1858.

The London directories continue to list Thomas as an engineer for the GWR between 1863 and 1872. In 1868, he became a chartered member of the London division, No. 68, Brotherhood of Locomotive Engineers.⁴⁵

At some point, Thomas gained possession of the painting of the *Saxon*, seen on the next page, by the artist John Milburn of New York City. This locomotive, built by the GWR in January 1862 at its Hamilton car shops, was the fifth freight locomotive, the aforementioned *G. Stephenson* No. 67 being the first.⁴⁶

Sometime between 1872 and 1874, Thomas became disabled and resigned his position with the GWR. He then became a fish dealer at the Covent Garden Market. He was also active in three local Masonic and one of the Odd Fellows lodges.

He suffered from a severe illness the last two years of his life and died at his home on Hill Street, on January 6, 1892. His internment took place in Woodland Cemetery. Susan (1828-1914), his widow, carried on the fish business after Thomas' death and was no doubt assisted by her maiden daughters who lived with her.



Epilogue

This article has its origins in an April 2022 query to this society from Catherine Elliot Shaw, Acting Director of the McIntosh Gallery. Her query related to the artist and donor of the above painting of the *Saxon*, something of the locomotive itself, and the location depicted in painting's background.

In the course of research by both of us—Brock and Nichols—two articles resulted, which were published in the Society's newsletter. The first, "An Attempt to Solve the Mystery of a Painting in the McIntosh Gallery Collection at Western University" appeared under Brock's name, in the Summer 2022 issue and the second "Shrouded in Myth: The Arrival of the First Train in London," was published under both Brock's and Nichols' names, in the Winter 2022 issue. Much of what is contained in this present article is based on those two articles.

We would be remiss if we did not acknowledge the debt of gratitude we owe to the staff of the London Room at the London Public Library, to Chip Martin, journalist and author of several books, and to John O'Brien who produced for us, for the front cover, a colorized version of the 1854 photograph of the locomotive *Essex*. Without their help this work would be the poorer.

Endnotes

1. Gerry Nichols is the librarian of The Stephenson Locomotive Society (www.stephensonloco.org.uk) and the co-author of “Shrouded in Myth: The Arrival of the ‘First’ Train in London,” which appeared in the Winter 2022 issue of this society’s newsletter.
2. Archives and Special Collections, University of Western Ontario (UWO), Papers and Correspondence of William Manser Spriggs Regarding Ontario Railways, 1851-1946, B4552, “Meeting held at Hamilton Ont. on Monday 5 June 1854” and “Dates of openings on the Great Western Railway of Canada and on associated railways.” See also W.M. Spriggs, “Great Western Railway of Canada: Some Particulars of the History of the Road and its Locomotives From its Commencement to its Amalgamation with the Grand Trunk Railway in 1882,” *Bulletin* no. 51, The Railway and Locomotive Historical Society (RLHS), (1940), 37-39.
3. Statutes of Upper Canada, 4 Wm. IV., Chap. 29. See also “Notes by Cl. T. Campbell, Ex-Pres. London and Middlesex Historical Society,” *Historic Sketches of London and Middlesex*, Part II, The London and Middlesex Historical Society (LMHS) (1909), 39-40.
4. Notes by Cl. T. Campbell, 42. “The Great Western Railway,” LMHS, Part II, 31-35.
5. *Middlesex Prototype, Railway Advocate, and General Advertiser*, 17 Dec. 1853.
6. *Hamilton Spectator*, 14 Dec. 1853, 3.
7. “Great Western Railway,” *Hamilton Spectator*, 17 Dec. 1853, 3. The account, entitled “Grand Railway Celebration. A Trip on the Great Western to London,” which appeared on page 2 of the December 19, 1853 issue of *The Globe*, Toronto, stated that “a train had travelled from Hamilton to London ‘in considerable...less than three hours’ on the previous Tuesday,” i.e. December 13, 1853. This article was cited by J.J. Talman, of the University of Western Ontario, in *The London Free Press (LFP)*: “High Hopes, Lunches, Speeches and Champagne With Many Official Delays Featured the Trip In Opening Great Western, Hamilton to London”, 6 July 1940, 17 and “Residents of London Celebrated Great Occasion Of Formal Entry Of First Official Railway Train”, 20 July 1940, 17.
8. “Entry of the First Train Into London: An Event of Fifty Years Ago Recalled,” *London Advertiser*, 19 Dec. 1903, 1. See also “Notes by Cl. T. Campbell,” 43-44. Born in Liverpool, England, Bowman received his education in mechanical engineering in Liverpool and in London. Following graduation, he worked in the engineering department of the London & North Western Railway. In 1853 he immigrated to Upper Canada to become mechanical superintendent of the GWR, based in Hamilton, Canada West. (Christopher Andreae, “William Bowman, mechanical engineer, businessman, and politician,” *Dictionary of Canadian*

Biography (DCB), vol. XIII (1901-1910), 102.) Bowman kept a diary during this time, but the typescript copy at UWO's Archives, ends at July 17th for 1853 and picks up again on January 1, 1856. "Diary of William Bowman, Engineer in England and London, ONT., 1853, 1856," AFC 20-5. See also "Directors Were Much Pleased, *LFP*, 18 Dec. 1940, 11.

9. Brydges Street in London and the village of Mount Brydges in Middlesex County are named after him.
10. J.M. & Edw. Trout, *The Railways of Canada for 1870-1...* (1871), 62-65; Spriggs, "Great Western Railway of Canada," 8-10, 21.
11. *Advertiser*, 19 Dec. 1903, 1. Bowman's experience is borne out in Alan Wilson and R.A. Hotchkiss' biography of Charles John Brydges in volume XI (1881-1890), 122, of the *DCB* where they note that: "Against the advice of his chief engineer John T. Clarke, he [Brydges] rushed the poorly built line to technical completion as a running line within the year." They further state that even later "Brydges was still dangerously unfamiliar with road-bed...." Initially, the track rested on the bare ground. Stone ballast was not completely added until the following year.
12. Bowman's diary for May 6, 7, and 8, 1853 makes reference to the drawings and plans for the "London Station." This appears to refer to the more substantial one built in 1854, which stood immediately east of Richmond Street, between the tracks and York Street, until demolished in August 1935. "Old C.N.R. Station Shuts Up and Ends 80 Years," *LFP*, 15 Aug. 1935, 8.
13. Examples of the perpetuation of the myth that the sketch in the *Illustrated London News* was of the London station in December 1853 can be seen in W.H. Wood, "First Train in Ontario Ran to London," *Canadian National Magazine*, December 1938 and Stewart Anderson, "City Hailed First Train 100 Years Ago, *LFP*, 15 Dec. 1953, 19.
14. Of the Hamilton station, the *Globe* of 19 Dec. 1853, 2, noted that it was "situated at the west end of the bay, about three quarters of a mile from the city proper. About 35 acres have been reclaimed from the waters and the whole ground owned by the [Great Western] Company measures 70 acres. Upon this have already been erected a very large engine house and a machine shop of the most substantial and handsome kind—all of stone. The freight-house is also partly up, and will be even more stylish-looking than the other buildings in the mode of finishing. The passenger house is frame, very neat and commodious."
15. *Globe*, 19 Dec. 1953, 2; *Spectator*, 19 Dec. 1852, 3. The issue of the *Middlesex Prototype* for 17 Dec. 1853, page 2, agreed with the arrival time of 3:00 p.m. but made no mention of the number of cars the engine was pulling.
16. M. McIntyre Hood, "Railway Celebration at London in 1853 Was Big Event for the District," *LFP*, 25 Jan. 1930, 3.

17. *Prototype*, 17 Dec. 1853, 2. To the best of our knowledge no copies of these views are known to exist.
18. The *Prototype* stated “upwards of three hundred persons.”
19. *Globe*, 21 Dec. 1853, 2.
20. Archie Bremner, *City of London Ontario, Canada. – The Pioneer Period and The London of To-day*. (1897), 24 and (1900), 40; *Historic Sketches of London and Middlesex*, Part II (1909), 39.
21. Gerry Nichols to Dan Brock and Catherine A. Elliot Shaw, email, 5 May 2022; *Illustrated Historical Atlas of the County of Wentworth Ont.* (1875), 54-55.
22. Geo. Railton, *Railton’s Directory for the City of London, C.W....1856 – 1857* (1856), title page.
23. Spriggs, “Great Western Railway of Canada,” *Bulletin* no. 51, 37-39.
24. On a typed note to himself, Spriggs stated: “I think that there can be little doubt that there was some connection between the Schenectady Locomotive Works and the Lowell Machine Shops.” Archives, Papers and Correspondence of William Manser Spriggs, B4552, 27 Feb. 1934, A1, B2.
25. The fact that it was *London* which was used in the construction of the railway in the London area during the autumn of 1853, apparently the first locomotive brought into London in October 1853 by William Bowman, is another reason for us believing it was the engine used on the passenger train’s arrival into London on December 13th and 15th. (See Andreae, “William Bowman,” DCB, 102.)
26. Archives, Papers and Correspondence of William Manser Spriggs, B4552, W. Bowman, “Report of the Mechanical Superintendent, Mechanical Department, Hamilton, 20th. September, 1954,” (typescript copy) and “Great Western Railway of Canada, List of Locomotives A1 27 Feb. 1934.”
27. Several sources specifically mentioned *London* as the locomotive which made the return crossing on this momentous occasion. By March 17th, the track over the Suspension Bridge, and apparently to a turntable on both the American and Canadian sides, consisted of three different gauges, 4 ft. 8½ ins., 6 ft., and 5 ft. 6 ins., to accommodate the New York Central, the Elmira, Canandaigua and Niagara Falls, and the Great Western railways respectively. On Sunday, March 18th the Bridge was officially opened with a special passenger train, consisting of the locomotive, tender, eight cars filled with passengers, two baggage cars, and weighing “about 130 tons” which had started out that morning from Hamilton. (“Opening of the Niagara Railway Suspension Bridge,” *The Globe*, Toronto, 9 March 1855, 2; “The First Locomotive,” *The Buffalo Commercial*, Buffalo, New York, 9 March 1855, 2; “Opening of the Railroad Suspension Bridge at Niagara”, *New York Times*, 9 March 855, 8; “The First Crossing of the Suspension Bridge,” *Buffalo Commercial*, 13 March 1855, 1; “Opening of the Great Railway Suspension Bridge at Niagara Falls – Union of the United States and the Canadas,” *Globe*, 19

March 1855, 3, cited from the *Buffalo Express*; <https://casostation.ca/hall-of-fame/niagara-suspension-bridge/>, accessed 28 June 2023).

28. Spriggs, B4552, "The 'Canada', 'Niagara', 'London' & 'Hamilton'. B 27 Feb. 1934.
29. "First Train Into London Well Stocked With Wood For Burning; Passengers Were Joyful From Champagne in Celebration," *LFP*, 15 Dec. 1948, 15. This article, which carried a photo of the Essex, noted that "A **Wood-Burner** like this drew London's first train into the city...."
30. *Edwin R. Clark, "Early Locomotive Building in Lowell, Mass," Bulletin no. 7, RLHS, (1924), 50.*
31. The "Croton cut-off" was a locomotive valve gear designed by Walter McQueen (1818-1893) of the Lowell Machine Shops and Schenectady Locomotive Co. and first used on the Croton locomotive built for the Hudson River Railroad by the Lowell Machine Shops in 1851. It involved two separate valves to control admission of steam to the cylinders, one to start and the second at higher speeds to "cut-off" the steam to reduce consumption.
32. "The Death of Mr. Thomas Brock," *Toronto Daily Mail*, 7 Jan. 1892; "Entry of the First Train Into London," "Notes by Cl. T. Campbell," *Historic Sketches of London and Middlesex*, Part II, 43.
33. Archdeaconry of Richmond, Church of England, Marriage Bonds, John Hall and Eleanor Robinson, 16 Sept. 1848; 1851 England Census, Cumberland, Carlisle, Botchergate, page 49; Dan Brock to Gerry Nichols, email, 2 May 2023; Nichols to Brock, email, 2 May 2023.
34. *Railton's Directory*, 85, 108, 159.
35. "Melancholy Acci [sic.]," *LFP*, 7 June 1862, 3.
36. See 1851 England Census, Cumberland, Carlisle, Botchergate, page 49; 1861 Census of Canada, Canada West, Middlesex, London, Ward 5, District 8, page 165; "Melancholy Acci," *LFP*, 7 June 1862, 3; Nichols to Brock, email, 2 May 2023.
37. Gerry Nichols to Dan Brock, email, 2 June 2022; www.ancestry.co.uk/family-tree/person/tree/65780940/person/282022066119/facts
38. Gerry Nichols to Dan Brock and Catherine A Elliot Shaw, email, 27 May 2022.
39. New York, U.S., Arriving Passenger and Crew List, Houghton, 29 June 1852, no. 34, Thos. Brock.
40. "The Death of Mr. Thomas Brock," *Toronto Daily Mail*, 7 Jan. 1892.
41. 1861 Census of Canada, Canada West, Middlesex, London 156.
42. Nichols to Brock and Elliot Shaw, email, 27 May 2022; Brock to Nichols and Elliot Shaw, email, 27 May 2022.

43. London, England, Church of England Marriages and Banns, 1754-1936, Camden, St. Pancras Chapel 1852-1853, Ireland Tory and Susan Southam, 20 Dec. 1852.
44. Brock to Nichols and Elliot Shaw, email, 5 May 2022.
45. "Death of Mr. Thomas Brock"; Goodspeed, *History of the County of Middlesex, Canada*, (1889, reprint 1972), 359.
46. Spriggs, "Great Western Railway of Canada." This painting was donated to the Lawson Library at The University of Western Ontario (UWO) on February 28, 1947, by Esther Jane Brock (1865-1960), the fourth known child of Thomas and Susan (Southam) Brock and the last surviving sibling. The painting is now in the possession of UWO's McIntosh Gallery.

London's Monument to Madness

Herman Goodden



The Old London Asylum for the Insane

It was primarily through the machinations of Sir John Carling (1823–1911) that shrewd London politician, brew-master and businessman, that London was chosen as the site for a new provincial lunatic asylum. Carling held seats in both the Provincial Assembly (as the minister of public works) and in the Federal House of Commons until such dual representation was disallowed in 1872. With this kind of double clout, Carling was able to effect the transfer in 1870 of a makeshift asylum in a converted barrack at Fort Malden in Essex County to the new London Asylum for the Insane which was built on a 300 acre parcel of land three miles east of the old city – a parcel of land which Carling owned and sold to the province at a tidy profit.

Carling's timing was impeccable. Did he sense a coming boom in madness? Prior to 1870 there was one asylum in the province: the Toronto Asylum which maintained branch hospitals in Fort Malden and Orillia. Three autonomous regional asylums were to be built that decade – first in London, then Kingston and Hamilton. By the end of the 1880s almost twenty percent of the provincial budget was going into the maintenance of its new and extensive asylum system. In *Victorian Lunacy*, a study of late 19th century psychiatric practice, S.E.D. Short writes that this figure “was almost twice the combined provincial expenditure on penal institutions, general hospitals, houses of refuge and orphanages. The asylum, in effect, held pride of place in the provincial welfare system.”

Another way of measuring this sudden boom is by counting the number of people this system served. London journalist and historian Archie Bremner wrote in 1897 (displaying an officious certainty that today seems almost charming): “The first mention of an insane person in the London district was in 1837, when provision was made for the maintenance of a lunatic at a private house.” When Bremner wrote that sentence 60 years later, the London Asylum had 1,200 inmates under its care.

The actual construction of the Asylum was a rush job and a botch-up. Once the plan was hatched to empty out the asylums in Fort Malden and Orillia, Carling’s Department of Public Works put the pressure on to get the Asylum built more quickly than was advisable. Kivas Tully, an architect and engineer with the Department of Public Works came up with a design for the project and recommended that \$500,000 be set aside for construction costs. This figure was slashed in half by provincial treasurer, D.D. Wood, who was not of the belief that lunatics would either require or appreciate buildings of architectural distinction.

Thomas Henry Tracy was a 21 year-old architectural apprentice who’d just completed five years training with William Robinson, founder of London’s most prominent architectural firm. Tracy no sooner landed his job with the Department of Public Works than he was sent back to his hometown for his very first assignment – to act as clerk of works for the Asylum project. This was a challenge that would’ve given pause to the most seasoned of pros. For someone of Tracy’s inexperience it was too much, too soon, too fast and too cheap.

He had to oversee the construction of the 610 foot-long main building and an assortment of secondary buildings which included two workshops, a bakery and storehouse, two barns, two stables, a two-storey home for the superintendent joined to the main asylum by a covered walkway and two entrance lodges. Tracy also had to tend to the matters of drains and fences and could never be on site as much as he wanted to be because of the need to produce regular progress reports and estimates to his superiors at the Public Works and he also had to come up with working drawings for all the different phases of construction. Though Tracy was allowed to hire an on-site foreman to oversee the project, it wasn’t enough to ensure that the job was done right.

Work on the project began in June of 1869. By mid-November of 1870 the first patients were being admitted from Fort Malden and Orillia. By early December the Asylum’s first superintendent, Dr. Henry Landor, was firing off a list of complaints to John Carling, demanding immediate and comprehensive improvements to a facility that had only been operational for three weeks. Among the more pressing problems cited were poor ventilation and drainage, inadequate heating and sewage facilities, a leaking roof, warped windows and floors made of too-soft wood. London’s Liberal newspaper, *The Advertiser*, had itself a field day reporting on John Carling’s ‘Botched Building’ which also happened to be the biggest building in the entire western half of Ontario.

Now that our region's still-resounding madness boom is housed in new quarters down St. Thomas way and the derelict grounds and buildings of the old Asylum and its architecturally innocuous successor, the London Psychiatric Hospital, have been sold to Old Oak Properties for redevelopment as something called a "transit village," the most prominent monument to madness that London retains is the legacy of Dr. Richard Maurice Bucke (1837–1902).

A born adventurer, the amount of interests and experiences Bucke crammed into his sixty-five years almost beggars the imagination. Born in England, the son of an emigrating Anglican clergyman, Bucke spent his childhood at Creek Farm, situated on a tract of land east of London not far from the site where the London Asylum would be built in 1870. Bucke received no primary schooling but instead was set loose in his father's extensive library. At the age of eighteen Bucke left home and spent the next three years drifting all over the western United States, occasionally working at the kinds of jobs that twelve year-old boys dream of – as a railway man, a Mississippi riverboat deckhand, a driver in a wagon train.

He concluded this period in his life with an unlucky stint of panning for gold on the eastern slope of the Sierra Nevadas in 1857. He and two other prospectors were attacked by Indians, disease and the elements. One partner died from blood poisoning, the other from the effects of exposure when they were trapped in Squaw Valley by an unusually harsh and early winter. Bucke had to eat his pack mule to stay alive and finally staggered into sanctuary at an isolated mining camp on the other side of the mountains where his left foot and part of his right were amputated for frostbite.

So much for the physical life. With no formal schooling to his credit, Bucke switched gears and spheres and now enrolled at McGill Medical School where he earned numerous academic prizes prior to graduating in 1862, then crossed the Atlantic for post-graduate studies in London and Paris. In January of 1864 Bucke came back to Ontario and took over his brother's medical practice in Sarnia, got married and began serious baby production (he and his wife Jessie would raise seven children), was appointed superintendent of the Hamilton Asylum in 1876 and came back to London the very next year as superintendent of the London Asylum.

An iconoclast who significantly humanized the Asylum environment, Bucke removed bars from all the windows except those on the most violent wards, gave his patients healthful employment on the Asylum's working two-hundred acre farm (this simultaneously minimized the institution's drain on the public purse and improved the patients' daily bill of fare), all but banned physical or chemical restraints, developed Asylum theatre troupes and sports teams who would play to or against groups from the city, arranged music recitals and readings for the patients and had his friend and hero Walt Whitman stay with him for three months at his house on the Asylum grounds.

For the most part Bucke approached his patients not as demons or lepers but as troubled human beings whose fundamental needs – nourishment, society, work and recreation – weren't at all



different from the needs of the general population. Whenever possible he erased that invisible but impenetrable line that customarily separates caretakers from their charges. Maintaining that equality, that openness, becomes very difficult over a sustained period of time. The chaos becomes too threatening. Even Whitman – celebrated as the most democratic of poets – reached a limit during his three-month stay in London. In July of 1888 he wrote: “The wonderful phenomena of lunacy – what does that mean? Has it a physical basis? or physical entanglements? or what: It is a lesson to see Bucke’s asylum at London – the hundreds on hundreds of his insane. I used to wander through the wards quite freely – go everywhere – even among the boisterous patients – the very violent. But I couldn’t stand it long – I finally told Doctor I could not continue to do it. I think I gave him back the key which he had entrusted to me: It became a too-near fact – too poignant – too sharply painful – too ghastly true.”

Bucke’s own preferred picture of himself in full Whitman-esque mode

The only black mark against Bucke’s professional record concerned his prolonged practice of gynecological surgery as a form of psychotherapy; a rather extreme measure for which Bucke caught a fair bit of flak from his medical colleagues toward the end of his life. While such a practice does seem to confirm our darkest doubts about Victorian attitudes to sexuality, it also seems startlingly at odds with Bucke’s worshipful admiration for the poetry and philosophy of Whitman. How were his poor female patients supposed to “sing the body electric” once they’d had their main fuses surgically removed?

The late Susan Maynard, a yoga instructor and Bucke biographer, could not excuse or justify such practices but believed they grew out of Bucke’s pioneering investigations into man’s nervous system. “Dr. Bucke was one of the first people to recognize the existence of two nervous systems with two separate functions,” she told me. “He labelled these the cerebro-spinal nervous system and the great sympathetic nervous system. He didn’t understand yoga or any of the practices of the east but he was convinced of the connection between what’s happening in the body and what’s happening in the mind and the emotions. Most of the changes he introduced in the day-to-day life of the Asylum were to help relieve stress and anxiety – to get his patients to truly relax.

Bucke felt that what happened in the nervous system affected the mind so that if he thought the organs that had the most sympathetic nerves in them were diseased – those were the cases where he'd undertake gynecological surgery. He certainly didn't perform these operations on anyone he didn't feel, rightly or wrong, had such a disease.”

As the son of a clergyman, Bucke was practically obliged to reject Christianity as a young man, yet evinced a marked spiritual hunger virtually all of his life. He underwent a spontaneous mystical illumination at the age of thirty-six when, revved up by a long evening of reading romantic poetry with some friends in London, England, during the hansom cab ride back to his lodgings he was suddenly consumed by what he described as “a rolling cloud of flaming Brahmic splendour.” After this fleeting visitation Bucke *knew*, “that the cosmos is not dead matter but a living Presence, that the soul of man is immortal, that the universe is so built and ordered that without any peradventure all things work together for the good of each and all, that the foundation principle of the world is what we call love and that the happiness of everyone is in the long run absolutely certain.”

In the wake of his illumination, always set apart by Bucke as the single most important minute of his life, his intellectual career progressed ever heavenward and inward (they were one and the same to him) culminating with the publication of *Cosmic Consciousness* in 1901, one year after the sudden death of his beloved son Maurice, who is the recipient of the book's heart-breaking dedication: “How at that time we felt your loss – how we still feel it – I would not set down even if I could . . . Through the experiences which underlie this volume I have been taught, that in spite of death and the grave, although you are beyond the range of our sight and hearing, notwithstanding that the universe of sense testifies to your absence, you are not dead and not really absent, but alive and well and not far from me at this moment . . . Do you read from within what I am now thinking and feeling? If you do, you know how dear to me you were while you lived and how much more dear you have become to me since. Only a little while now and we shall be again together . . . So long! dear boy.”

Cosmic Consciousness, still in print today (its phenomenal shelf life greatly assisted by a long and favourable mention in William James' classic study, *The Varieties of Religious Experience*), is a lengthy investigation of Bucke's own illumination and the similar experiences of fifty other people; both contemporaries (who in many cases are allowed to speak in their own words) and historical figures to whom Bucke ascribes such experiences. As the highly conspicuous and publicly accountable superintendent of an insane asylum, he was a sitting duck for the scorn and outrage of all those determined to disallow his testimony. I believe his experience and its value to him even while I doubt his need to recast the spiritual history of the world in such a way that it can all be seen as evidence to support his new theory.

Any author who steals Christ from the Christians and Buddha from the Buddhists and says, in effect, “Oh no, you had it all wrong; these were early cases of Cosmic Consciousness,” is biting

off more than any immortal can chew. Bucke believed that modern man was on the evolutionary threshold of a heightened, more mystical awareness and that the cases of illumination he cited were harbingers of that future. I don't share his optimism but will spare you my thesis that in fact the inverse is true; that mankind has been fearlessly backsliding in this regard for at least four hundred years. I find the book a fascinating, maddening and deeply moving document; a final summing up of all Bucke's most deeply held convictions and hopes; an almost desperate contrivance for some kind of faith by an ageing man of science who was too sensitive to ever be satisfied with a completely material explanation of life and the universe.

A rather goofy Canadian movie was made about Bucke and his relationship with Walt Whitman in 1990. Written and directed by London born filmmaker John Harrison, *Beautiful Dreamers* starred Colm Feore as Bucke and Rip Torn as Whitman. The film is set during the summer of 1880 when Whitman paid his extended visit to the Asylum and is the story of the rekindled passion between Dr. Bucke and his wife, Jessie, which the American poet fans to flame. In point of fact, the closest the Buckes ever came to divorce was during and after that visit. Jessie cordially detested Whitman and let it be known after he finally departed that the ragged, bohemian oaf must never darken their door again. Bucke lashed back in a letter to his wife which made it clear where his ultimate allegiance lay: "You may be sure I shall never try to get Walt Whitman into a house where he isn't wanted . . . If all the world stood on one side and Walt Whitman, in general contempt on the other, I hope I should not hesitate to choose Walt Whitman."

If I had to choose a side in such a standoff, I'd sidle up next to Jessie. Bucke's feverish and unceasing adulation of Whitman really could get unseemly and it must have been humiliating for Jessie to watch her husband trailing after the great one all summer long like some besotted puppy. In Bucke's *Life of Whitman*, the first, 'authorised' and largely dictated biography of the poet (dictated by Walt, that is) Bucke becomes irritatingly shrill in singing the great one's praises; admiring Whitman's "physical and moral purity," the "clean smell of his breath," and credulously passing on Whitman's claim that his ears were so finely tuned that he could actually hear the sound of growing grass (a conceit Roy Wood took up to marvelous effect in *The Move's I Can Hear The Grass Grow*). "I have never known him to sneer at any person or thing," wrote Bucke, thankfully not being present when Whitman sneered about another of his fawning, ebullient fans, that this one "out-Bucked even Bucke."

Though he was revered in his day by artists I esteem such as G.K. Chesterton and Ralph Vaughan Williams, Whitman isn't my favourite poet by a long shot (too much breast-beating and compiling of inventories; not enough intuitive perception) and – to these nostrils at least – he doesn't smell particularly clean at all. He smells like a braggart and a con man, inventing myths about the several children he fathered to disguise his homosexuality, posing for his authorial photo with an artificial butterfly 'perched' on his finger by means of a ring, cultivating and manipulating a small army of sickly attendants and followers who would place him on a higher pedestal than Jesus Christ and then get laughed at for their efforts.

If Whitman was a con man, then Bucke was a rube. While his naiveté may have worked to his own degradation in his relationship with Whitman, it also accounted for a large part of his greatness in other matters. What is required of a man who would throw himself into the harsh physical life of his twenties, roving at will under limitless skies and courting adventure wherever he went? In a word, what's required is trust. Trust in himself and his faculties, and a trust that anyone he meets will share his sincerity and good intentions. It was that same trust which drove him to write *Cosmic Consciousness*.



An open-air Asylum ward in the early 20th century

He knew what his illumination meant to him and worked all his life to share its importance with others – sceptics and doubters be damned. And he trusted and believed in the goodness of his lunatics – perhaps the most feared and despised of all segments of Victorian society – and in so doing, won them much freedom and enabled many of them to become better and more complete people. Bucke's trust and sincerity may occasionally look foolish to us citizens of a more cynical age. But what has haunted us about him for a hundred and twenty years is the suspicion that London's only documented mystic was something more rare and sublime than foolish; that, agnostic or not, this was some kind of holy fool.

Bucke's death was something perfect; perhaps a perfect joke but a huge and cosmic joke beyond all human laughter; a joke fit for the downfall of one of the Olympian heroes. The following account is taken from George Acklom's introduction to the 1946 edition of *Cosmic Consciousness*. "On February 19th, 1902, after coming home with his wife from an evening spent at a friend's house,

Bucke stepped out on the verandah before going to bed to have another look at the stars which, as it happened, that night were exceptionally brilliant in the clear winter sky, slipped on a patch of ice, struck his head violently against a verandah pillar and dropped. He was taken up dead.”

I defy you or Homer or the Brothers Grimm to invent more perfect or poetic circumstances for the death of a Canadian mystic.

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Sir Adam Beck and His London Connections

Arthur McClelland

Introduction

Sir Adam Beck was popularly known as the Father of Hydro in Ontario, having brought the benefit of cheap electric light and power to the citizens of Ontario through a publicly owned utility, the Hydro-Electric Power Commission of Ontario. This article will focus on the various other activities and interests of Sir Adam Beck.

Family and Early Business Life

Beck came from an enterprising immigrant family of builders and makers. In 1829 Frederick and Barbara Beck emigrated to upstate New York from the Grand Duchy of Baden before it became part of the German Empire and then moved to Doon in Upper Canada, where they settled on a farm and built a sawmill. Their son Jacob Frederick, who had stayed behind to work first as a doctor's apprentice and later in the mills and locomotive works of Schenectady, joined them in 1837. He settled a few miles from his parents in Preston (now Cambridge) where he opened a foundry. When fire destroyed it, his friends rallied and he was able to rebuild an even bigger foundry. Jacob's first wife, Caroline Logus, whom he married in January 1843, died soon after the birth of a son, Charles.

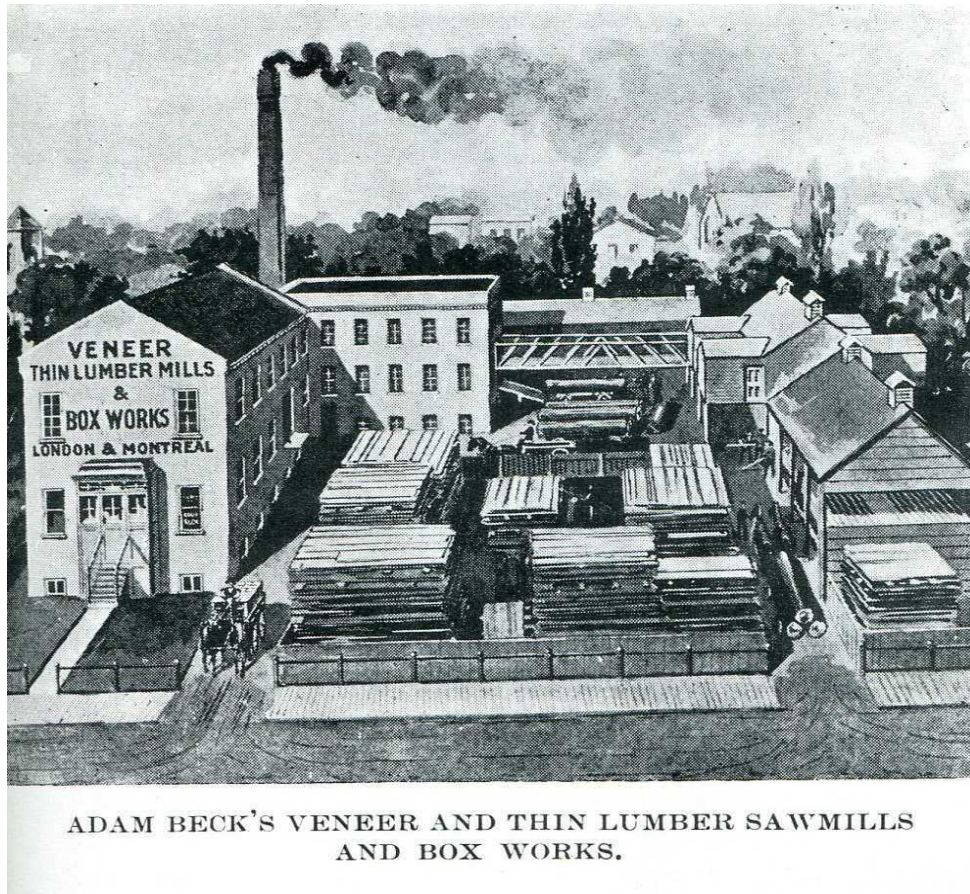
In 1843 Beck recruited a skilled iron moulder from Buffalo, John Klarr, to join him. With Clare and another partner, Valentine Wahn, running the business, Beck returned to tour his homeland, where he met Charlotte Josephine Hespeler, the sister of his Preston neighbour, Jacob Hespeler who founded the town of Hespeler. When Charlotte came out to Canada, she and Beck were wed, in October 1845 and a daughter, Louisa, was born in 1847, followed by two sons, George and William. Jacob suggested relocating his company closer to the projected line of the Grand Trunk Railway, but Klarr refused. So in 1854 Beck dissolved the partnership and bought 190 acres on the route of the railway ten miles west of Berlin (now Kitchener). There he laid out a town-site, which he named Baden, and built a foundry, a grist mill, and a large brick house. Beck's businesses flourished on the strength of iron orders from the railway, and a brickyard and machine shop were eventually added.

It was in this thriving hamlet that Adam Beck was born on June 20, 1857. Adam's family spoke German at home and he learned English at school. Adam's early education was at the Baden Public School and Galt Grammar School. From 1872 to 1876, he attended Dr. William Tassie's boarding school in Galt (now Cambridge) but he preferred riding to reading. His formal education

ended at Rockwood Academy, near Guelph. On his return to Baden, Adam's father set him to work as a groundhog (a moulder's apprentice) in the foundry. Adam's career as a moulder came to an end with the failure of his father's businesses in 1879.

At age 63 Jacob Beck, started a new business, this time as a grain merchant in Detroit. The youngest members of the family including Adam accompanied their parents while William, one of the older boys, stayed in Baden to run the cigar-box manufactory he had started in 1878. Adam returned to work briefly in Toronto as a clerk in the Morrison Brass Works and then as an employee in a cigar factory.

The Beck Manufacturing Company



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

With \$500 in borrowed money, he joined William and their cousin William Hespeler in a cigar-box factory in Galt in 1881. Hespeler eventually left the partnership, but the two Becks persisted and built a modestly successful business. In 1884, with the inducement of a five-year tax exemption and free water, they moved their works to London to be closer to the centre of the province's cigar-making industry. The company was called William Beck and Company. Adam stayed with

his aunt and uncle, Col. John Walker and his wife, the former Laura Hespeler, at 280 Queens Avenue. William left soon afterwards to open a branch in Montreal and for a time Adam worked in partnership with his brother George.

From January 1, 1888 Adam was the sole proprietor of William Beck and Company which became the Beck Manufacturing Company Limited in 1892. The company eventually had branches in Hamilton and Toronto. Beck set up a bedroom in his factory so that he could rise early and get started on the day's activities at dawn. He sharpened the saws himself before the working day began and often delivered orders, pushing a two-wheeled handcart through the streets. Then he sat up at night doing the accounts.

Earlier in the 19th century cigars consumed in Canada had originated in Germany and later they came from the United States. The imposition of a tariff of 25 % on rolled cigars, but not on tobacco leaf, led to the migration of the industry to Canada. London was one of the first major centres where the leaf grown in Ohio, Pennsylvania, and Wisconsin entered Canada and it was there and in Montreal that the cigar-making business took root. In London the industry would reach its peak around 1912, when 22 companies, employing almost 2,000 workers, produced more than 20 million cigars. Situated at 161-175 Albert Street, the Beck factory was essentially a veneer plant. Cedar logs and specialty woods from Mexico and Spain arrived by rail, were stored in the yard for seasoning, and then were peeled into strips to make not only cigar boxes but also cheese boxes and veneer for furniture, hosiery boards and pianos. All other timber, mostly basswood and soft elm, was obtained locally. Redwood was imported from the southern United States for special veneers. Working side by side with his employees (25 in 1889, rising to 125 in 1919), Beck built a thriving business, taking orders, setting up equipment, manhandling logs, and wheeling the finished boxes to customers. Beck himself was a non-smoker. Eventually the company supplied all of the main cigar makers with as many as 5,000 boxes a day. These boxes were manufactured according to special orders due to the variety of the lengths and sizes of cigars made by the 20 London firms. Until he was 40, business was Adam Beck's main preoccupation. In 1897, he turned his business over to his brother, Jacob. After Beck's death in 1925, the company was taken over by William Kingston and renamed William Kingston Limited until 1931.

Beck's Sportsmanship

An avid sportsman, he had played baseball as a boy. In London he played lacrosse and tennis and, with a group of bachelors, organized a toboggan club. In 1883, Adam and a young banker had carried off the tennis doubles championship of Western Canada. In 1884, on the advice of his doctor he took up riding again for relaxation and quickly became a breeder of racehorses and a competitive jumper. His first champion horse was called Roseberry. While riding, Beck was always correctly dressed in boots and breeches. His social life revolved around the London Hunt Club where, in 1897, he became master of the hounds, a post he would hold until 1922. Beck formed

rifle clubs and donated trophies for the encouragement of the amateur sport. The Beck stables produced a string of outstanding hunter-class horses that won Adam and Lillian international recognition. In 1907 they competed in the Olympia Horse Show in London, England, where Lillian's horse, My Fellow, won its class.

In 1911, Beck was elected director of the National Horse Show Association of America as well as of the International Horse Show, London. To remain competitive, the Becks leased an estate in England in 1913 to maintain their equestrian operation at the highest international standards. From that time onward Lillian and Marion lived about half the year in England. In 1914 their prize-winning horses Melrose, Sir Edward, and Sir James were counted among the finest middleweight and heavyweight hunters in the world. The Becks also competed regularly at the National Horse Show in New York City where, in 1915, Lillian was named a judge over chauvinist protests, famously breaking down the barriers of this once exclusively male domain.

Married Life with Lady Beck

As one of London's leading eligible bachelors, Beck belonged to an organization of young men who put on a popular Bachelors' Ball every year. He had always lived in bachelor apartments but he tended to annoy his friends with his mania for tidiness. A mutual love of horses and riding brought the muscular Beck and the slim, strikingly beautiful Lillian Ottaway together at a jumping meet; she was 23 years his junior. After a whirlwind courtship they were married on September 7, 1898 at Christ's Church Anglican Cathedral in Hamilton. Lillian, who had been raised in Britain,

spoke with a slight English accent, had a lovely soprano voice, rode with gusto, and carried herself regally.



LADY BECK

Lillian Ottaway was born in London, England, the only child of Marion Stinson and John Cuthbert Ottoway, a barrister of the Inner Temple, London, England. Lillian's father was a celebrated cricketer and a member of the first English eleven to make a tour of Canada. Lillian was educated in Brussels, Belgium. After his marriage, Adam did not attend the Lutheran church but joined his wife as a member of St. Paul's Cathedral where she frequently sang solos. Lillian was also a member of the Women's Musical Club. Lady Beck was instrumental in the day to day operation of the sanatorium as President of the Women's Sanatorium Aid Society. Lady Beck personally supervised the ordering of all the furnishings of the patient bedrooms and common areas, linens and all the kitchen food preparation equipment and table service. Lady Beck helped sew the linen for the

sanatorium. She also ordered all the medical equipment including complete operating rooms, laboratory equipment, equipment to sterilize medical instruments and a full dental suite. As president, Lady Beck also organized a variety of private and public fundraising functions including balls, ice cream socials, rummage sales, tag days and whist drives. Lady Beck was also president of the Women's Auxiliary of the London Health Board and President of the London Red Cross society which pledged to raise money to furnish rooms. Lady Beck often gave concerts for the patients.

In September 1914, the London Red Cross was revived with Lady Beck as president. In 1914, the London Local Council of Women was reorganized with Lady Beck as its president. On October 17, 1921, Lady Beck died at the age of 43 from complications following surgery for pancreatitis at the Toronto General Hospital. On November 10, 1924, Premier Howard Ferguson unveiled a tablet to Lady Beck at the Sanatorium. Lady Beck was also president of the Ladies' Auxiliary of the London Health Board and a member of the board of the Queen Alexandria Sanitarium.

His Public Life in Municipal Affairs



ADAM BECK, M. P. P., MAYOR, LONDON, ONT.

Adam Beck soon developed an interest in public life. Beck entered the general election of March 1898 as a Conservative candidate and fell 301 votes short of beating the Liberal candidate, Col. Francis Baxter Leys. In September 1902, Beck attended the first meeting of the newly organized Union of Canadian Municipalities held at Montreal.

From 1902 to 1905, he was mayor of London. He promoted civic beautification by offering a prize from his own purse for a garden competition. He persuaded the city to take over the operation of the London and Port Stanley Railway when the private operator's lease expired. He cleaned out the fire department, promoted public health and became involved in the leadership of the Union of Canadian Municipalities, whose annual convention he brought to London in 1904 as president of that union.

Personally, Beck maintained an active interest in civic politics. When the water commissioners proposed a treatment facility to take more water from the tainted Thames River, he promised to find enough clean fresh water in artesian wells. The city took him up on this offer, voting \$10,000 for the purpose. In 1910 Beck drilled the wells, installed electrical pumps, and brought the project in on time and on budget of \$100,000 or rather, he absorbed the excess costs of \$6,000 himself. On November 25, 1913, the citizens of London held a banquet at the Mason Temple, then located at Queens Avenue, to honour Adam Beck and his wife for their services to the community. After a sumptuous meal, Adam Beck and his wife were presented with a beautiful candelabra and a silver tray.

Adam Beck was also elected vice-president and director of the London Rolling Mills Ltd, and was appointed chairman of the London and Port Stanley Railway Commission. The tenth London Old Boys Reunion was held from August 4-11, 1923 and Sir Adam Beck was one of the honorary presidents. Beck was also a member of the Victoria Hospital Board, Masonic Order A.F. & A.M, the St. James Club of Montreal, the Albany of Toronto and the London Club.

Queen Alexandra/Beck Sanatorium



However, it was in the field of public health that the Becks made their greatest contribution. At the turn of the 20th century, tuberculosis, a disease of the respiratory system, was the leading cause of death in Ontario and Canada with 2,000 persons from Ontario alone dying annually. Tuberculosis was also known as consumption, phthisis and the “white plague.” On the average, one Canadian died from TB every hour during the day and one every half hour at night. London had the fourth highest death rate in Ontario after Toronto, Hamilton and Ottawa. Beck’s father-in-law had died from TB before Lillian was born. After the death of her first husband, Lillian’s mother was married to Peter Duncan Crerar, a prominent Hamilton lawyer. In 1906, they helped establish the Mountain View Sanatorium in Hamilton.

In 1910, the Becks’ six-year-old daughter, Marion Auria, contracted tuberculosis. Her worried parents sought out the best specialists in America and in Europe. After a long and anxious struggle, Marion recovered fully but the Becks became concerned for those families in their community who lacked the means to provide their children with medical care. Everyone, they believed, ought to have close access to first-class tuberculosis facilities. The idea of building a facility for the

care and treatment of TB patients in London had first been suggested in 1900. In 1905, a London branch of one of the associations for the prevention of tuberculosis was formed to provide the public with information on the treatment and prevention of TB. Victoria Hospital discussed the establishment of a special seven-bed ward but unfortunately this idea was never acted upon.

In 1908, there were 54 deaths in London from consumption and over 60 cases in 1909. There was great controversy in London as to what approach should be taken in the fight against TB. Should TB be addressed by the local general hospital or should there be a separate hospital for TB patients and, if it was a separate hospital, should it be privately or publicly operated. In 1908, Beck called a meeting of all parties involved including the various levels of government. At this meeting, the provincial health officials proposed the establishment of a privately operated sanatorium. As a result, on January 12, 1909 Adam and Lillian Beck organized the London Health Association to construct and provide a sanatorium for tuberculosis patients. The first officers were Beck as president, John B. Smallman as vice-president and Herbert E. Gates as the secretary-treasurer. The 163-acre Charles Lawson and Weir farms at Lots 27 and 28, Concession 1 London Township were purchased for \$6,700 as a site for the sanatorium near the village of Byron.

From local individuals and organizations they raised \$10,000 (led by their own donation of \$1,200), the city contributed \$5,000, and the province added \$4,000. Beck had planned to place the original building only 70 feet back from Sanatorium Road but the local London Township farmers wanted the building to be 150 feet back from the road so their children would not risk getting infected by the sanatorium's patients. A compromise was reached and the building was built 120 feet back from the road. William G. Murray was the appointed architect and John Purdon, the builder of the new Sanatorium.

On April 5, 1910 Governor General Lord Grey officially opened the 42-bed Queen Alexandra Sanatorium. The sanatorium was named after Queen Alexandra, wife of King Edward VII. The first patients arrived on August 8 at "The San", as it was called. The Sanatorium building was electrified on December 1, 1910. Adam Beck was the president of the Canadian Association for the Prevention of Tuberculosis. For the rest of their lives, the Becks remained deeply attached to this sanatorium and made its maintenance and expansion their passion. Beck insisted on having the latest laboratory facilities and medical equipment available. Lady Beck personally oversaw several fundraising projects including the Christmas Seal Campaign of 1913 and the successful "rose days" in which thousands of roses were sold. The first Rose Day in 1914 raised \$2,900. Learning one Sunday that the furnace was not working, Beck went to the sanatorium, examined the furnace, located the source of the trouble and taking off his coat, made the necessary repairs.

Beck was elected the president of the Canadian Association for the Prevention of Tuberculosis in 1912. Beck was also president from its inception of the London Health Association to his death in 1925. In the early days, Major, one of Adam Beck's horses, pulled a light wagon driven by Fred Richardson and went to the city every morning to pick up the mail and supplies. Major

was also used to take patients to and from the street car which ran from London to the terminal in Springbank Park.

On June 4, 1914, Lt. Gov. Sir John Gibson opened the children's preventorium with accommodation for 26 children at a cost of \$32,383. In 1917, there was a public appeal for donations for the Sanatorium. Funds were needed for new buildings and more equipment to accommodate soldiers returning to Canada with tuberculosis. A pamphlet containing information about the sanatorium's needs was produced in 1917 called "How Big is Your Heart?" Sir Adam Beck donated \$50,263 to the campaign. The Queen Alexandra Sanatorium in Ontario was expanded in 1917-18 to accommodate the rehabilitation of wounded returnees. On January 21, 1918, the Duke of Devonshire officiated at the opening of the 95-bed reception hospital which cost \$200,000. At the time of Lady Beck's death in 1921, the sanatorium had 300 beds and 255 acres. The sanatorium also had an apiary, a herd of 93 purebred Holstein and Jersey cows and a hennery of over 1,000 fowl. By 1925, the San had purchased five neighbouring farms, bringing the acreage up to 353. Beck's death bed appeal to the people of Ontario brought a subscription of \$425,000 as the Beck Memorial Endowment.

On November 1, 1928, Governor-General Lord Willingdon officially opened the 80-bed Pocock Pavilion. The Queen Alexandria Sanatorium was renamed the Beck Memorial Sanatorium on April 6, 1949. On May 9, 1970, the Beck Memorial Sanatorium changed its name to the Sir Adam Beck Chest Diseases Unit which closed on September 6, 1972 and moved to the sixth floor of University Hospital where it was officially opened on April 11, 1973. On February 1, 1960, the Children's Psychiatric Research Institute (CPRI) opened in the former 82-bed Pratten Building built in 1938. CPRI changed its name to the Child and Parent Resource Institute in 1992. The only building left standing on the original sanatorium grounds is the chapel.

The Becks and the War Effort

In 1912, Beck became a colonel in the Canadian militia and at the outset of the war he served as the Director of Remounts, taking charge of acquiring horses for the Canadian army in the territory from Halifax to the Lakehead. In June, 1915 he assumed this responsibility for the British army as well, an appointment that brought him an honorary colonelcy. Adam and Lillian Beck donated all of their champion horses to the cause. General Edwin Alfred Hervey Alderson, for example, rode Sir James, Adam's most famous horse. Lady Beck, in England for most of the war, working with the Canadian Red Cross Society, devoted herself particularly to ensuring that wounded veterans were welcomed into British country homes for their convalescence. In 1916, for his local and patriotic help, Beck had received an LLD from the Western University, for which he served as a director and later as chancellor.

Beck's Death and Memory

Beck's health deteriorated. Ordered to rest by his doctors, who had diagnosed his illness as pernicious anaemia, Beck went to South Carolina for a holiday in February, and then he underwent transfusion treatment at Johns Hopkins Hospital in Baltimore. In May, Beck quietly slipped back to his home in London. He weakened rapidly over the summer, sank into a coma on August 12 and died on August 15, 1925 at Headley in his 69th year. A grandfather clock located on the landing of Headley's main stairway stopped an hour before Adam Beck died.

Ontario city halls were draped in black and, in London, business ceased for an hour. Thousands lined the streets eight and ten deep for his funeral cortège. The ceremony at St Paul's Anglican Cathedral on August 17, attended by all the major political figures of the province, was also broadcast over the radio. This was the first non-studio location radio broadcast in London. Arthur S. Blackburn founded London's first radio station, CJGC in the London Free Press Building on Richmond Street. Sir Adam Beck officially dedicated the station on September 30, 1922. It was the second station to be licensed in Canada. The station was sold to Essex Broadcasters Limited in 1933.

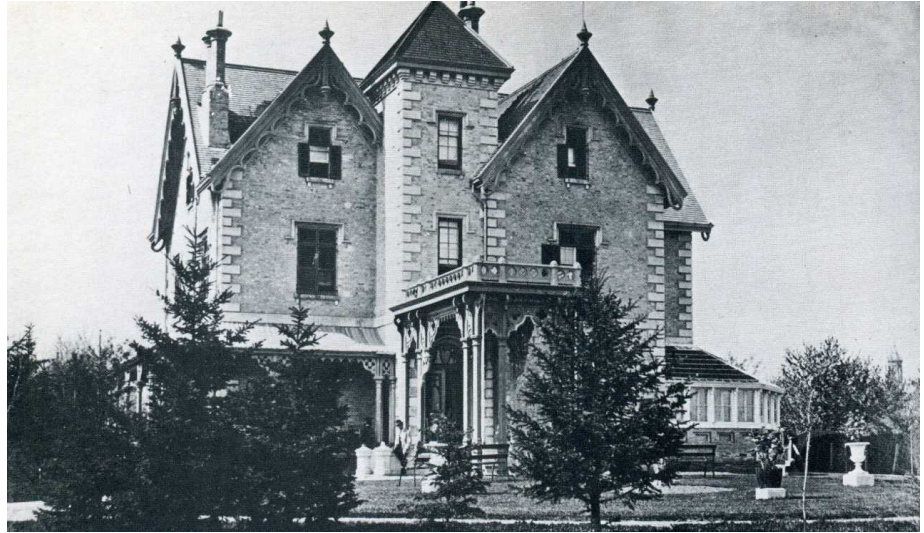
Beck was buried in Greenwood Cemetery beside his wife. The entire Toronto City Council attended his burial. He died a wealthy man with an estate valued at \$627,976. After making numerous small bequests to relatives and charities, he left a trust fund of approximately half a million dollars to his daughter and her heirs.

Beck's memory was kept alive by the citizens of London. On May 13, 1926, Premier Howard Ferguson unveiled a plaque at the Sanatorium in memory of Sir Adam Beck. The Women's Sanatorium Aid Society of London built a chapel, St Luke's in the Garden, across from the Queen Alexandra Sanatorium in memory of the Becks which was dedicated on November 10, 1932. The cost of the chapel was \$11,995. The two stained glass windows in the chancel were the gift of Mrs. Strathern Hay of Toronto, in tribute to her parents, Sir Adam and Lady Lillian Beck. Mrs. Hay turned the key in the door to open the chapel. The windows were designed and manufactured by the Robert McCausland Company of Toronto.

Headley

After a honeymoon tour of Europe, Beck brought his bride to London where in 1902 they purchased Elliston, the estate of Ellis Walton Hyman at 790 Richmond Street which they remodeled with his and hers stables, under a new name, Headley after his wife's parents' home in Surrey, England. Ellis Walton Hyman was a leather manufacturer and tanner and father of the Hon. Charles Hyman, Minister of Public Works in the Laurier government. Hyman built Elliston in 1862. Just before the Becks purchased Elliston, a carriage entrance and tower had been added to the home in 1899.

They hired a butler, a cook, two gardeners, a housekeeper and three maids to run the estate. Its extensive grounds, covering a whole city block bounded by Richmond, St. James, Sydenham and Wellington streets, gave them ample room for exercising and stabling their horses. Their home, a mansion with 16 rooms, became the social centre for London society.



Winston Churchill stayed with them on his lecture tour of 1900-1 as did Governor General Lord Minto and Lady Minto in 1903. In 1942, the former horse stables were converted into seven apartments known as the Headley Apartments. In October 1957, a provincial plaque was unveiled commemorating Headley. It has since disappeared.

Col. Gordon Thompson was a longtime owner of Headley. After he died, the estate was divided and the house was sold to Sifton Properties. On June 19, 1986, Sifton Properties unveiled its model for an \$11 million 67-unit luxury condominium development on the site of Headley to be called Sir Adam Beck Manor. Despite assurances it would not be demolished, Headley was demolished in the autumn of 1987 and replaced in 1990 by a replica built with modern materials.

Ottoway Avenue

At the May 15, 1905 London City Council meeting, a petition was brought forward to have the name of South Street changed to Ottoway Avenue in honour of Lady Lillian (nee Ottoway) Beck, who was a dedicated volunteer for Victoria Hospital which was located on South Street. Council gave its approval but County Judge Talbot Macbeth turned down the city's application. At the July 7, 1913 London City Council meeting, the No. 2 Committee again suggested that South Street be changed to Ottoway Avenue. On November 14, 1914, the Board of Control asked for the change to be removed from the proposed by-law.

Ottoway Avenue became the popular name for South Street with city directories, beginning in 1908 referring to the street as Ottoway Avenue. The London Street Railway operated an Ottoway Avenue streetcar. In 1947, City Clerk Reg Cooper insisted that South Street was not Ottoway Avenue and then city engineer Roy Garrett posted South Street signs on the former Ottoway Avenue.

Sir Adam Beck Collegiate Institute

The predecessor to the Sir Adam Beck Collegiate Institute was the East End Collegiate Institute which opened on September 4, 1923 at the old Princess Avenue School. This is now the site of the Jarvis Apartments. One site suggested for the new collegiate institute had been Beck's home, Headley. Just a month before his death, Sir Adam Beck negotiated the purchase of 21½ acres of the Asylum property on July 1, 1925 for school purposes at the cost of \$25,000. On November 17, 1925, Fred Lawrason, chairman of the London Board of Education turned the first sod for the new collegiate. On February 22, 1927, Lt. Gov. William Donald Ross formally opened Sir Adam Beck Collegiate Institute. The school closed in June 1982. On April 30, 1985, the London Board of Education's new education centre opened in the former Sir Adam Beck Secondary School. It was converted at a cost of \$7.6 million. It is now the administrative centre for the Thames Valley District School Board.

Marion Auria Beck



Marion was born on January 21, 1904 in London. She first married John Strathearn Hay (1897-1973) of Toronto, son of John Hay and Elizabeth Hendrie, on January 25, 1925. John and Marion had one daughter, Lillian. Marion was married a second time on June 26, 1935 to John P. Holland of England. She died of uraemia on March 21, 1944 in the Toronto General Hospital at the age of 40. Marion was one of the outstanding horsewomen in North America. She was also an outstanding golfer, a crack shot and an international expert on Corgi dog breeding.

Marion Beck Nurses' Residence

The Marion Beck Nurses' Residence was built at a cost of \$30,000 and was dedicated by Sir William Hearst on July 10, 1918. Lady Beck did all of the decorating and ordering of furnishings for the Marion Beck Nurses' Residence. It was the gift of Sir Adam and Lady Beck "in gratitude to God for the complete restoration to health of our daughter." When Sir Adam, who was reading the opening address, became so choked with emotion that he could not continue, Lady Beck stepped forward and finished the speech. A wing was added in 1932. The residence was a two-storey frame building with brick veneer, a slate roof and a full basement. It had accommodation for 60 people.

Lady Beck Public School

On November 26, 1930, the Lady Beck Public School opened on the northwest corner of Dundas Street and Highbury Road. This school had its beginnings in a one-room school on Hale Street. Because of its proximity to Sir Adam Beck Collegiate Institute, it was decided to name the new school Lady Beck. The Lady Beck School closed in June 1979. The building is still standing today and is occupied by Academie de la Tamise, a French elementary school.

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The St. Joseph's Hospital and Nursing School Artifact Collection

**Noelle Tangredi, Volunteer Caretaker of the Collection
St. Joseph's Health Care London**

A Brief History of St. Joseph's Hospital in London, Ontario

In the winter of 1868, five Sisters of St. Joseph journeyed from Toronto to London at the request of Bishop John Walsh. The women were tasked with teaching parish children, caring for the sick, poor, and prisoners, and providing for orphans. With the purchase of a property, Mount Hope, in 1869, the Sisters moved into a new home and transformed it into a sanctuary for the elderly and orphans. The home underwent significant expansions over the years to meet the growing need for care.

The remarkable work of the Sisters did not go unnoticed, and Dr. W.T. O'Reilly, Government Inspector of Hospitals and Charitable Institutions, convinced Reverend Mother Ignatia Campbell to extend their mission to include hospital work. A property adjacent to Mount Hope was purchased for this purpose, the former home of Justice W.P. Street. On October 15, 1888, St. Joseph's Hospital opened its doors to patients, marking the culmination of the Sisters' tireless efforts and sacrifices to transform the building into a place of healing. With a modest ten beds, the hospital was initially staffed by just three Sisters and four doctors.

Dr. Wishart treated one of the hospital's first patients, Mrs. Wells, who arrived by milk wagon with a fractured hip after slipping on an onion. He set her limb without X-ray pictures and treated her chronic asthma. Her husband, afflicted with cancer, later joined her in the hospital, where they were both cared for until their deaths.

From Humble Beginnings: The Story of Our Artifact Collection

When the Sisters were preparing to move to their new residence in 2007, they entrusted the hospital with over 40 boxes of items connected to the hospital's past. Kept safe at St. Joseph's, the collection grew as staff members and the public added more items, but the lack of space and opportunities for display left the collection hidden from public view.

A passionate group of staff members formed a committee to advocate for a permanent storage area for the collection and a space for exhibits. It took time, but eventually, space was earmarked for an exhibit area and a permanent storage space with a work area. The St. Joseph's Auxiliary purchased custom glass display cabinets for the exhibit area.

During the planning process, we reached out to Western's Public History Department, who had their own medical artifact collection, for support. Professors Michelle Hamilton, Shelley McKeller, and Michael Dove offered support, encouragement, and advice. This exchange helped to put us on the right path to bringing St. Joseph's hidden treasures to light.

Mary Grace Kosta, Archivist for the Congregation of the Sisters of St. Joseph in Canada, played a crucial role in the development of the artifact collection. After being contacted about the collection, Mary Grace visited us and our boxes of artifacts and provided advice on what to do next. This collaboration led to a partnership for the long-term care of the collection, ensuring proper storage, cleaning, and cataloging. As part of our collaboration, archival material such as manuscripts and original photographs were transferred to the Congregational Archives for climate-controlled preservation and cataloging. Mary Grace set up a program to train students from Western's Master of Library and Information Sciences Program and to date, 17 students have worked on the collection, learning museum registration skills.

Initially, the collection was stored in plastic totes in an empty office, but when a sizable room became available for storage and cataloguing work, The Sisters of St. Joseph generously donated powder-coated shelving that was no longer in use at their archives in Hamilton. As items are removed from the boxes they are cleaned, accessioned, catalogued, and photographed. Then they get stored on the shelving, making it much easier to maintain the collection. We are making efforts to control the temperature, light, and relative humidity in the storage area manually, and practice integrated pest management.

We curated and put on our first exhibit in June 2016. The official opening was attended by members of the Congregation, hospital staff and administration, former employees, and members of the community. The ribbon was cut by Sister Jane Marie Stock, who originally arranged delivery of the collection to us in 2006. Since then, we have also had an exhibit at the provincial Legislature in Toronto.

In 2020, a project grant enabled Mary Grace to purchase museum software and a laptop for cataloguing the collection. To date, 169 items have been catalogued, and an artifact cataloguing manual, developed by Mary Grace, is available for download from the congregation of the Sisters of St. Joseph archives website.

The Collection

The St. Joseph's Hospital and Nursing School Artifact Collection has a specific criterion that all artifacts be associated with the hospital and belong to the time period ranging from the hospital's opening in 1888 to approximately 1980. The majority of the artifacts in the current collection are from the time period between 1900 and 1960.

One of the objectives in curating this collection is to uncover the narratives that lie within these artifacts. These stories might revolve around the individuals who used them, the ingenious minds that invented them, the various ways they were utilized, or the extraordinary journeys they embarked upon. Presented below is a modest selection of artifacts and the stories we uncovered.

Pocket Surgical Kit, circa 1880 George Tiemann & Co. Surgical Instruments New York, New York, USA



**Pocket Surgical Kit,
Circa 1880**



This pocket surgical kit from circa 1880, is a fascinating glimpse into medical practices of the past. Made by George Tiemann & Co. in New York, this type of kit was a staple for physicians who often treated their patients in their homes rather than in a hospital. The kit has a brown leather case with a purple velvet interior and unfolds to reveal seven surgical implements, mainly scalpels, and two handles that attach to any of the instruments. Although the expandable compartment is now empty, it likely held suture silk and needles at one time. Interestingly, the two handles are likely made of ebonite, a hard rubber designed to look like ebony, and may not hold up under steam or hot water sterilization techniques. The adoption of asepsis in the 1890s led to changes in surgical instrument materials and design, potentially indicating that this kit was not used after that period. The patent date on this set is December 1880, making it one of the oldest items in our collection.

Hot Water Pig, circa 1890

This warming bottle helped to keep a patient's feet toasty on chilly nights. The thick crockery helps to keep the hot water inside warm. Although we haven't been able to date it precisely, similar bottles from the 1890s give us a clue. Our collection boasts not just one, but two of these bottles - the other being a slightly smaller version of this one.



Warming Bottle/Hot Water Pig, circa 1890

Book, Songs by the Wayside 1903

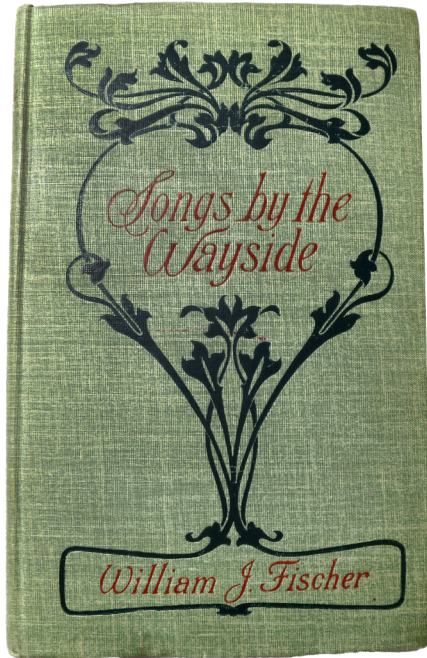
Dr. W.J. Fischer



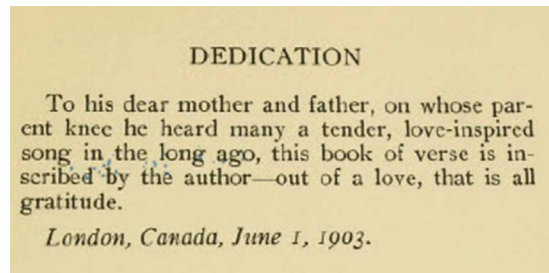
Dr. William J. Fischer, a graduate of Western University's Medical School Class of 1902, left an indelible mark during his time as the House Surgeon at St. Joseph's Hospital in 1903. His passion for the arts and music was as strong as his medical expertise. During his stay in London, Dr. Fischer published a book of poems, "Songs by the Wayside", which we were able to acquire for the collection. The dedication page pays homage to his parents with a mention of London and the date. He went on to publish other volumes of poetry, fiction, and writings for various journals and newspapers. Another book of poems "The Toiler" was dedicated to Drs. McArthur and Wishart—both part of the original four physicians of St. Joseph's Hospital. Dr. Fischer's talent extended beyond literature to the realm of music, where he was

a skilled pianist and composer of several musical pieces. His love for rare songbirds led him to amass one of the largest collections of them in Canada at the time.

After returning to his hometown of Waterloo, he established a successful medical practice. Tragically, Dr. Fischer passed away from cancer in 1920, at the young age of 41.



**Book written by Dr. Fischer
with dedication page**



Baby Slippers & Calling Card, 1914



Baby slippers

These blue slippers were a thoughtful gift from Dr. and Mrs. Meek to Mrs. A. A. Robertson, a patient of Dr. Meek's, who had given birth in 1914. Enclosed within the gift was a calling card from Mrs. Meek, which bears her handwritten addition of "Dr. and" Mrs. Meek, along with the information that she received visitors on Tuesdays at their residence on 330 Queens Street. Dr. Harry Meek was a well-established physician by the time St. Joseph's opened, with a thriving practice that primarily focused on obstetrics and gynecology, though he also performed general surgery.



**Mrs. Meek's calling card and
Photograph of Dr. H. Meek from Western University Archives**

Dr. A. von Petz Gastro-Intestinal Suturing Apparatus The Jetter & Scheerer Co. 1925

This impressive device is the invention of Dr. Aladár von Petz, a Hungarian physician who sought to solve a grave issue in intestinal surgery. Specifically, Dr. von Petz aimed to prevent fatal peritonitis caused by contamination from bowel contents during bowel resection and other related procedures. His invention, which utilized surgical staples, soon gained him worldwide fame as the inventor of the surgical stapler. Modern surgical staplers are built on the foundation of Dr. von Petz's original design.



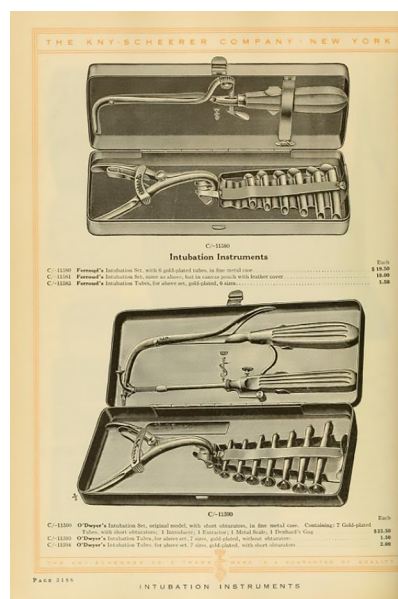
**Dr. A. von Petz Gastro
Intestinal Suturing Apparatus, 1925.**

Diphtheria Intubation Set Sharp & Smith, Chicago 1915

One thing we quickly discovered was that consulting a physician or medical professional wouldn't always be the solution when trying to identify a mysterious artifact. The field of medicine was rapidly evolving at the turn of the 20th century, with new instruments being introduced while others became obsolete. This complexity makes it difficult to discern the original purpose of some of the items in our collection, including a mystery object that stumped us for quite some time. Finally, we came across it in a 1915 medical instrument catalogue by KNY Scheerer of New York/Germany. Although not manufactured by them, our set is nearly identical to the one featured in the catalogue. Such sets were commonly used to help children suffering from diphtheria, a bacterial infection that causes the airway to close off and make breathing difficult. Before the development of a diphtheria antitoxin in 1890 and antibiotics in the 1940s, it was a severe health crisis that could result in suffocation and death. To help keep the throat open Dr. Joseph P. O' Dwyer (1841-1898) developed a set of tubes to help keep the patient's airway open and help them breathe. Our set includes six intubation tubes (gold plated), a metal scale to determine the correct tube size, and an introducer or extractor to place or remove the tube from the patient's airway. Despite progress in preventing and treating the disease, diphtheria remains a health concern that still flares up in areas of the world with low vaccination rates.



**(Left) Diphtheria Intubation Set.
(Right) Surgical Instruments, 20th Edition
The KNY Sheerer Company, 1915**



Autopsy Kit Dr. F.W. Luney 1892 – 1961

This leather case contains various surgical and dissection tools that were likely gathered by Dr. Luney over the years, so we cannot pinpoint an exact date for its creation. The case is made of leather and lined with a copper box, which helps the leather retain its shape and protects the weighty instruments inside. A standout feature of the kit is the bone saw, which looks suspiciously similar to something purchased at a hardware store.



Autopsy Kit belonging to Dr. F. W. Luney with partial contents displayed.

In May of 1916, Dr. Luney joined the Canadian military's Army Medical Services division as a Lieutenant. He worked extensively with the local Army training set-up, as they, like other recruiting centers, were experiencing a significant number of cases of meningococcal meningitis among young soldiers. Dr. Luney assisted with accurate diagnosis and treatment protocols for controlling the disease. In the photo, we see Dr. Luney working with a patient in an isolation room.

Dr. Luney joined St. Joseph's Hospital in 1927, after serving as the Chief Pathologist for 10 years at Victoria Hospital. His task at St. Joseph's was to establish the hospital's first Biochemistry Lab. He was a trailblazer in blood transfusion and typing techniques, and later spearheaded the opening of a blood bank at St. Joseph's in 1945.



Upon his retirement, Dr. Luney left us with many artifacts, including his personal papers and medical school notebooks from the early 1900s. Practicum students taking part in the Congregation of the Sisters of St. Joseph in Canada Archives practicum program undertook the task of preserving, organizing, and cataloging these materials, which are now safely housed at the Congregational Archives. As a founding member of the St. Joseph's Historical Society in 1950, Dr. Luney may have been inspired by the committee's efforts to preserve the hospital's history, leading him to leave us with so many valuable artifacts.



**(Top) Dr. Luney in his WW1 military uniform and
(Bottom) working on a patient in a military isolation room from
The Congregation of the Sisters of St. Joseph in Canada Archives.**

Drying Oven, E. H. Sargent & Co. circa 1914 **Manual Centrifuge, circa 1900**

We have an extensive collection of laboratory artifacts, and among them, I have picked two that I find particularly interesting. The first one is a drying oven patented in 1914. This oven utilizes dry heat to sterilize heat-resistant items, chemicals, laboratory glassware, as well as surgical equipment like scalpels, scissors, and blades.



Drying Oven, circa 1914.



Manual Centrifuge, circa 1900

The second item is a manual centrifuge that operates by spinning test tubes with a hand crank. We also have an electric centrifuge that dates back to between 1906 and 1915. Centrifuges are commonly used to separate red blood cells and other blood components from whole blood using gravitational force generated by the rapid spinning of the test tubes.

Wooden Mortar and Pestle 1961

I wanted to highlight this item because it has a personal connection to one of the Sisters that worked at St. Joseph's Hospital. Sister Marie Louise (Giovanna) Miles was the first Sister Pharmacist. She served both at St. Joseph's Hospital and later at Mount St. Joseph, the Sisters' Motherhouse. This wooden mortar and pestle would have been used to prepare medications and is one of several pharmacy related tools we have that belonged to Sister Marie Miles. Many Sisters had professional training as clinicians, nurses, and scientists. They worked in different areas of the hospital, such as Sister Angela (Leonarda) Kelly, who graduated as a Registered Laboratory Technician in 1945,

and established the blood bank and clinic at the hospital, serving as a member of the Canadian Society of Laboratory Technologists.



(left) Wooden Mortar and Pestle. (right) Photo of Sister Marie Louise Miles from The Congregation of the Sisters of St. Joseph in Canada Archives.

Wheelchair, circa 1920s Used by Mother Ignatia Campbell



This oak wheelchair is a truly special piece in our collection as it belonged to the founder of St. Joseph's Hospital, Mother Ignatia Campbell. It was her personal wheelchair, used by her throughout the 1920s until her passing in 1929. Made of sturdy oak and iron, this wheelchair has been lovingly cared for over the years, including recaning of the seat, back and leg rests by Sister Mary Leo Kirwin.

(left) Wooden Wheelchair, circa 1920s. (right) Photo of Mother Ignatia Campbell from The Congregation of the Sisters of St. Joseph in Canada Archives.

Anesthetic Machine, 1941 British Oxygen Engineering, Ltd.



With its striking Art Deco design, this machine is a true reflection of its era. Patented in 1941 and further improved in 1943, it was specifically created to administer a blend of gases, such as oxygen and nitrous oxide. Our collection also includes all of the accessories to go with it, such as goggles, masks, and mouthpieces.

Anesthetic Machine, 1941

Mothers and Babies at St. Joseph's

On June 5, 2011 St. Joseph's Health Care transferred the perinatal care program to a new facility at London Health Science's Victoria Hospital as part of the Health Restructuring Commission mandates in 1997. It was an emotional day for everyone involved, marking the end of an era. The transfer was the result of years of collaboration, planning, and hard work, and it was a significant milestone for both organizations.

In spring 2019, we curated an exhibit on the history of birthing at St. Joseph's spanning from 1901 to 2011. Although our collection is lacking in perinatal and obstetric artifacts, we were fortunate to borrow some from London Health Sciences and Western's medical artifact collection. The exhibit brought attention to our collection and led to the donation of several artifacts related to obstetrics and perinatal care at St. Joseph's Hospital.

Metal Bassinet, 1951



Metal Bassinet, 1951

One such item is this metal bassinet which came with an interesting history. It was originally donated in 1951 to St. Joseph's Hospital by a women's group, but was later replaced by modern bassinets. After being sold to a salvage dealer, it ended up with local artist and prop maker Leigh Maulson, who used it in various scenarios, including as a prop in a haunted walk and as an outdoor plant stand. Maulson donated the bassinet to our collection after seeing an advertisement for our birthing exhibit on social media. Now, this artifact is back where it began, with some interesting tales to tell.

In addition to clinical artifacts, our collection also includes non-clinical items such as those associated with building maintenance, office administration, and even patient memorabilia.

Framed Print 1936

An illustrated verse from "A Child's Garden of Verses"



**Framed Print from
"A Child's Garden of Verses" 1936**

This item tells the story of a 10-year-old child, treated at St. Joseph's during 1936-1937. Her physician was Dr. Hubert Loughlin, a well respected Pediatrician who was Chief of Pediatrics from 1948 – 1963. The child received this print as a gift while she was ill. It not only reflects her time in the hospital, but also serves as a reminder of the devastating flood that occurred in London in April of 1937.

On the back of the print is written: "Year spent in bed August 1936 to May 1937 (year of the flood). Dr. Hubert Loughlin, child specialist. Strep Throat and Rheumatic Fever. A terrible experience for a 10-year-old. Missed a year at school, which I loved. Perhaps made me a special person as I came through it all!"

The St. Joseph's Training School of Nursing 1901 - 1977

The school opened in 1901 with Sister Justina Podlewski as Superintendent. Student nurses resided in the original hospital building (Judge Street's former home) until a new four-story building was built for the school and nurses' residence in 1927. This building still stands today—running along Richmond Street north to Cromwell Street. The school offered a three-year diploma program and its graduates were eligible to become registered in 1923. Affiliation with Western started in 1929 which gave students the ability to earn a Bachelor of Science Nursing degree. In 1970, the school became part of the Fanshawe College Nursing Program and was renamed the St. Joseph's Campus of Fanshawe College. By 1977, the St. Joseph's Campus closed.

We have several artifacts related to the nursing school and its students in our collection, such as a student uniform and wool cape from the 1940s, graduation medals, cap pins, textbooks, and graduation memorabilia. These items were mostly donated by former students or their families.

Fever Thermometer with Case, circa 1915

This is a mercury thermometer in a twist metal case with a chain. It belonged to Helen Woolson, who graduated from St. Joseph's School of Nursing in 1908. She would have worn this pinned to her uniform. The picture next to it is from a 1915 medical instrument catalogue.

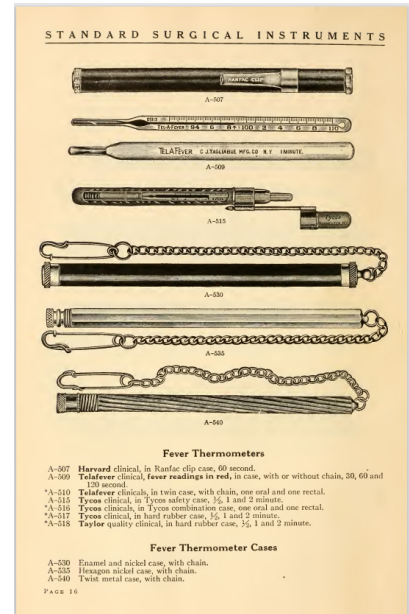
In May of 1916, Woolson joined the Canadian Expeditionary Force and was initially assigned to No. 10 Canadian Stationary Hospital, a medical unit established by Western University and overseen by Dr. Edwin Seaborn. Along with other nursing sisters, she journeyed to England in June of the same year.

However, her posting changed in July, and she was reassigned to No. 1 Canadian General Hospital in France, where she served for the rest of the war.

In recognition of her exceptional service in military nursing, Woolson was awarded the Royal Red Cross, second class, a prestigious military decoration presented in the United Kingdom and Commonwealth. In 1919, H.R.H. The Prince of Wales, later King Edward, officially presented her with the medal at Wolseley Barracks in London, Ontario.



**(Left) Fever Thermometer with Case
(Right) Standard Surgical Instruments and Allied Lines,
4th Ed., 1915, Hudson Surgical Co., Inc.**



**Helen Woolson receiving the Royal Red Cross medal in 1919 at Wolseley Barracks
from The Congregation of the Sisters of St. Joseph in Canada Archives.**

Following the war, Woolson nursed at Byron Sanatorium and at Speedwell Hospital in Guelph; served as an investigator with the Canadian Pension Commission for Military District No. 1, London; and was night supervisor at St. Joseph's Hospital School of Nursing from the 1940s until 1957.

Lamp for Capping Ceremony Parke, Davis and Company 1920-1940

An interesting artifact is this symbolic lamp that was used at one time during capping or pinning ceremonies at St. Joseph's Training School of Nursing. These lamps, with a small candle inserted,



Lamp for Capping Ceremony 1920-1940

were carried by each probationary nurse during their capping ceremony when they received their white nurses' caps to be worn as part of their uniforms. This ceremony took place upon the completion of their educational training when beginning their clinical training at the hospital. The light would be passed to new nurses signifying knowledge and the continuum of care. The lamp symbol was derived from Florence Nightingale, who was referred to as "the Lady with the Lamp" during her work at Scutari. It was said that she would walk among the beds at night, carrying her lamp, and checking on the wounded men.

Class Quilt 1932 Made by Bernice Farr, Class of 1932

At the St. Joseph's School of Nursing, living in residence cultivated a strong sense of familial closeness among both students and faculty. This is exemplified by artifacts like Bernice Farr's meticulously handmade quilt, which showcases the embroidered signatures of her classmates and instructors around the school crest.



(Left) Photo of nursing graduate Bernice Farr, class of 1932 and the quilt she made (right).

Photo: Congregation of the Sisters of St. Joseph in Canada. Archives

The Artifact Collection of St. Joseph's Hospital and Nursing School serves as a testament to the hospital's extensive history and its contribution to the healthcare community in London. Thanks to generous artifact donations, this collection has grown and flourished over the years. As we continue to preserve and showcase these treasured relics, we invite everyone to explore and appreciate the remarkable legacy of St. Joseph's Hospital by visiting the exhibit space near the main entrance on Grosvenor Street.

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Hidden Treasures

The Archives in St. Peter's Seminary

Michael Prieur

Buried deep in St. Peter's Seminary's library lower level is the *Fr. Michael R. Prieur Archives*, dedicated on October 12, 2011, consisting of only two tiny rooms. These archives, however, did not always have such an excellent, climate-controlled berth. The story of the archives spans almost a century. Let the walk-down-memory-lane tour begin.

It All Began in a Vault

The present seminary building opened its doors in September, 1926 when the students in theology moved there from their temporary quarters since 1912 at the Bishop's residence next to St. Peter's Cathedral on Dufferin Avenue. The students in arts, called philosophers, having lived at 537 Queens Avenue since 1923, also moved into the new building. Finally, Bishop Fallon had consolidated all his seminarians at one site.

The new Seminary naturally had a vault located next to the Bursar's office on the main floor. Archival materials headed there from the very beginning. The "Archivist", a title probably bestowed from necessity rather than from training, perhaps began with Fr. Maxime Brisson, one of the first bursars of the Seminary. His successor, (then) Fr. Fergus Laverty, continued the post. He was known for his financial wizardry and his frugality.

When (now) Msgr. Laverty left the Seminary in the mid-sixties, other bursars followed, including (then) Fr. Marcel Gervais (only for two months!), Fr. Larry Mousseau, Fr. Jack Donohue, John O'Meara, and John Zadorsky, each inheriting the post of archivist. Bursars and archivists seemed to go together, especially when financial records and archival materials shared the same vault.

The vault contained all the seminary confidential files of the students, a lode of financial documents, various clerical accouterments, and what could be termed *res derelicta*, a term for abandoned property, as we learned in moral theology.

When I returned from my post-graduate studies at Sant'Anselmo Athenaeum in Rome in 1969, Fr. Jim Carrigan, the rector of the Seminary, added two interesting items to my faculty portfolio, "Secretary-Treasurer of the Alumni Association" and "Keeper of the Archives". He had the great insight to separate the role of bursar and archivist. As time passed, alumni materials would greatly enhance the archives. This young, eager, and well organized individual would fit the bill.

After my new titles had been bestowed, I was then ushered towards the vault. Having never been inside this mysterious location, I was wide-eyed as John Zadorsky's secretary deftly lined up the tumblers of the safe to open the solid steel door. The whole vault was definitely both fire-proof and earthquake-resistant. Inside, the tall shelves were stuffed with labeled seminary files, side by side with various bric-a-bac deemed valuable. Coloured roles of wrapping paper, old Christmas decorations, and broken china somehow qualified for vault protection (or, simply for storage).

I became *bouche bée*, mouth agape, when the rector opened up a tall, glass-enclosed book case at one end. Inside resided about a dozen chalices from deceased priests, many in their original, black cases. On the shelf, I immediately espied a tall, magnificent, gold chalice that had belonged to Bishop Michael Francis Fallon, O.M.I., the founder of the Seminary. I was stunned to see his own mother's wedding ring suffused at its base. Many of the other chalices had the names of their priestly owners engraved under the base of the chalice. Some of these priests were referred to in our seminary classes with the accolade, "*Gigantes fuerunt*", "They were giants". The chalices, and indeed the priests themselves, were truly archival material.

One other chalice caught my eye. It was engraved with a blessing by Pope Pius XI, and had been presented to the Seminary when the chapel was opened in 1930. It is now displayed in a special archive shelf in the reading room of the library. On this shelf next to it reigns another newer, papal-chalice partner, one from Pope Benedict XVI. It had arrived in London just in time in 2012 for the special Seminary 100th Anniversary Mass at St. Peter's Cathedral. An archive with two Vatican connections – not bad!

My eyes now turned in the vault to a large, glass-enclosed case on another shelf. Inside rested various relics of saints and martyrs, all neatly arranged in their own gold-case reliquaries. For years, this beautiful, reliquary case had been in the office of the then rector, Msgr. Andrew P. Mahoney. Over time, he had garnered a number of first-class relics ensconced in neat little, glass gold cases, their authenticity attested here by small cards mounted next to some of them in this glass case. About a dozen of these precious relics and artifacts adorned the elegant wood and glass case.

Subsequently, a woodworking friend of mine, Ilar Schroeder, crafted another, larger wooden case with a second glass door, to encase the original one. The whole ensemble is now enthroned on one wall in the seminary sacristy.



Inside this exquisite case, two items have always intrigued me, namely, a long silver spoon which was used at our newly-revived, concelebrated Masses right after Vatican Council II (1962-65), to put a drop of water into the wine in each chalice, and a silver, pen-like instrument which could contain a small amount of holy water for a visiting priest to bless a home. Few visitors can guess what they are.

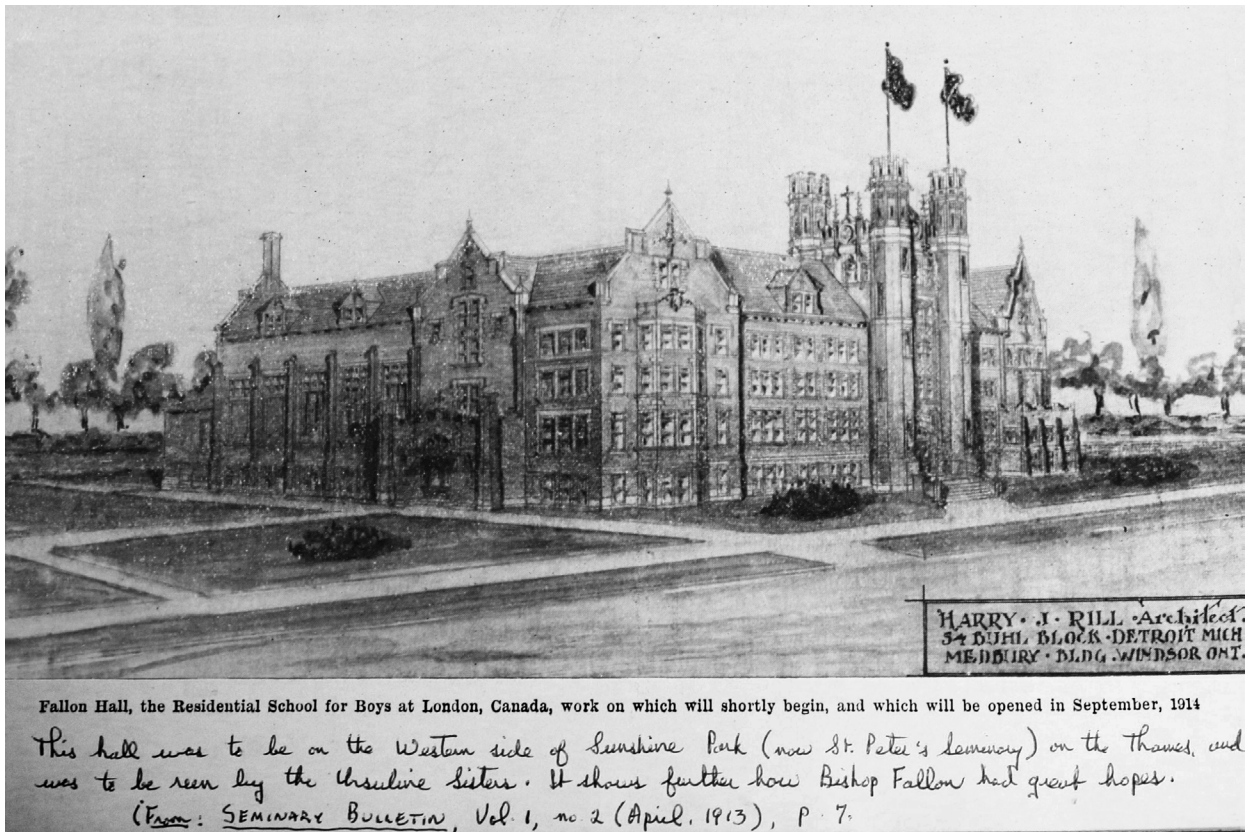
Two more items attracted my attention in the old vault. On another shelf rested a pile of *The Seminary Bulletin*. Bishop Fallon had started to publish this quarterly in 1913, only one year after founding his fledgling seminary in downtown London. The dates stopped at 1918, and some of the years were incomplete. Several years later, I sent out an all-points search for them, and one person's attic delivered one of these missing, archival treasures. Are any more attics nearby begging for a rainy afternoon search-and-rescue? My phone awaits a call. (519-204-3327).

Perusing these 60-80 page *Bulletins* provides an exceptional insight into the mind of Bishop Fallon at the very beginning of his remarkable episcopal career. He noted in the very first issue that his bulletin, "... does not pretend to be a theological, philosophical, scientific or literary magazine. Neither is it a review or a newspaper. It is merely an *Opportunity* and a *Convenience*." (Vol. 1, no. 1, p. 7) He described "opportunity" as a chance for the bishop to keep in touch with all his generous donors supporting the project of his new Diocesan Seminary. "Convenience" establishes a simple way to distribute all necessary information about the Seminary, allowing the cost of the *Bulletin* to be covered by the many ads inside. Bishop Fallon concluded that the pages will be filled with useful and edifying reading.

Perusing these treasures is a delight. The ads alone give us a clue that the Bishop had exquisite taste, and remarkable connections with the business world of his day, including *haute couture*. The ads tried to extract money from his readers for, “...wholesale China, Crockery, Glassware China” of French, Austrian, and German manufacturers. Numerous local banks trumpeted their financial advantages. The articles covered everything from political commentaries on, “the Irish Connection”, the role of the Dominion of Canada, and the politics in Europe. Occasional treatises written by his seminary faculty raise the spiritual optic of the publication. All were a feast for a polymath intellect, as well as an informed farmer or factory worker. This local, historical treasure is probably totally unknown to modern Church historians.



One further item deserves our attention. Just a year after founding his seminary, Bishop Fallon inserted what must have been an astonishing announcement and architectural drawing in his third publication, “Fallon Hall – The New Residential School for Boys in London”, *The Seminary Bulletin*, Vol. 1, no. 3 (July, 1913), p. 5 with picture on p. 7. His article described how important he viewed educating young boys to equip them adequately to meet the challenges of the times. The building would occupy land just west of his proposed new seminary to be built in “Sunshine Park” on the corner of Huron and Waterloo streets. It is a most impressive building inspired by a bishop, just ordained in 1910, now spreading his new Episcopal wings.



Probably, the beginning of World War I put a big pause on his vision. Ironically, his dream did become an educational reality with the building of Christ the King (now Kings University) College on almost the same property in 1953.

We do not know why his *Bulletin* ceased publication in 1918. Yet, another shelf in the old vault takes up the seminary publication mantle. On it rests a neat pile displaying *The Alumni Bulletin*. These began in 1939, curiously just when World War II began. The Seminary at that time obviously did not think such a cataclysmic war was imminent. Nevertheless, the publication continues uninterrupted to this very day.

The early contents of these Bulletins, humbly weighing in at a mere 10-15 pages of black and white content, mostly featured extensive obituaries of deceased Alumni members. Their content gradually increased to include extensive, well-illustrated coverage of the triennial alumni reunions, various student events, multiple student involvements in mission activities abroad, and lay student activities as well as the permanent deacons, both officially recognized as alumni members in the *Alumni Constitution*.

I conclude our tour of the vault by mentioning a few other notable items on their steel shelves. One is the huge, rolled-up architect's plans for the seminary building, a remarkable landscape

architect's schemata for the more than 3,000 trees and shrubs planted on the Seminary's 35 (14.2 ha) acres in the 1930s. Another is the about a dozen marble altar stones which might rest someday in a square recess on top of an altar. A third is a box of relic bones probably transported from Italy by a diocesan official to be inserted in the marble altar stones. Then there is the former tabernacle door from the Seminary's high altar before the liturgical renovations of the chapel in 1969. Finally, we have the *chapeau* of Sir Philip Pocock, a prominent donor to the seminary, who was made a Knight of St. Gregory by Pope Pius X.

The Archives in the Vault Go Walking Down the Hall

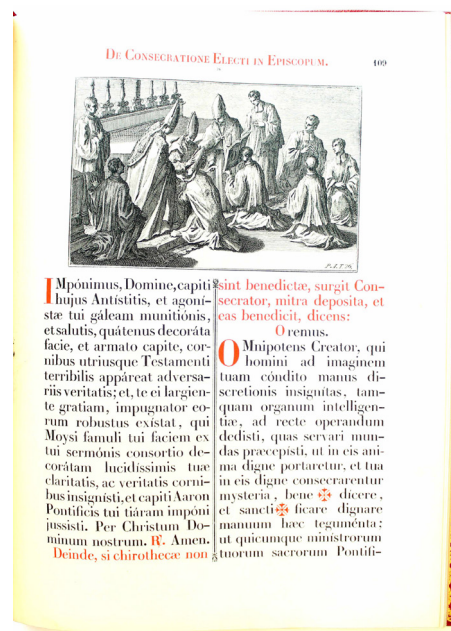
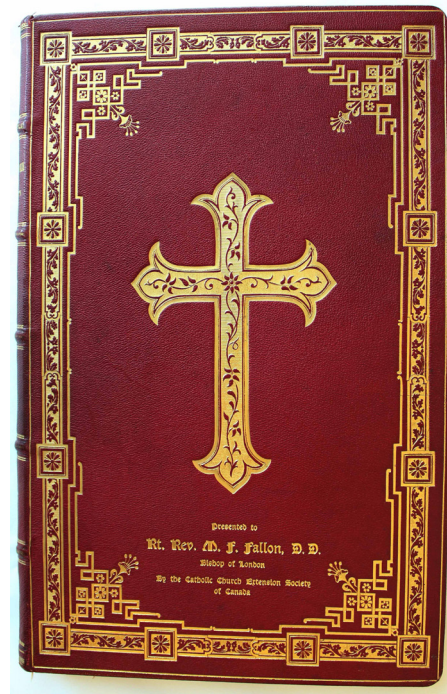
In the 1980s, the rector of the Seminary, (then) Fr. Fred Henry, realized that the vault needed more space. It took only a few hours to transfer all the archival materials to a small room in the basement next to the antiquated seminary freight elevator. In this tiny basement enclave, there were three, small rooms used in the 40s and 50s to house several workers at the Seminary who were displaced from their European homes after World War II.

The lay staff installed new steel shelves in one of these rooms to house our precious archival treasures. But amazingly, everything in this tiny room was *topped by water and steam pipes running along the ceiling*, very "fitting" for an archive! Somehow, this amateur archivist blithely acquiesced to such a totally inappropriate venue. At least, however, our archives had a home all to itself. And there was a lock on the door opened by an old-fashioned long, iron key. Anyone remember this?

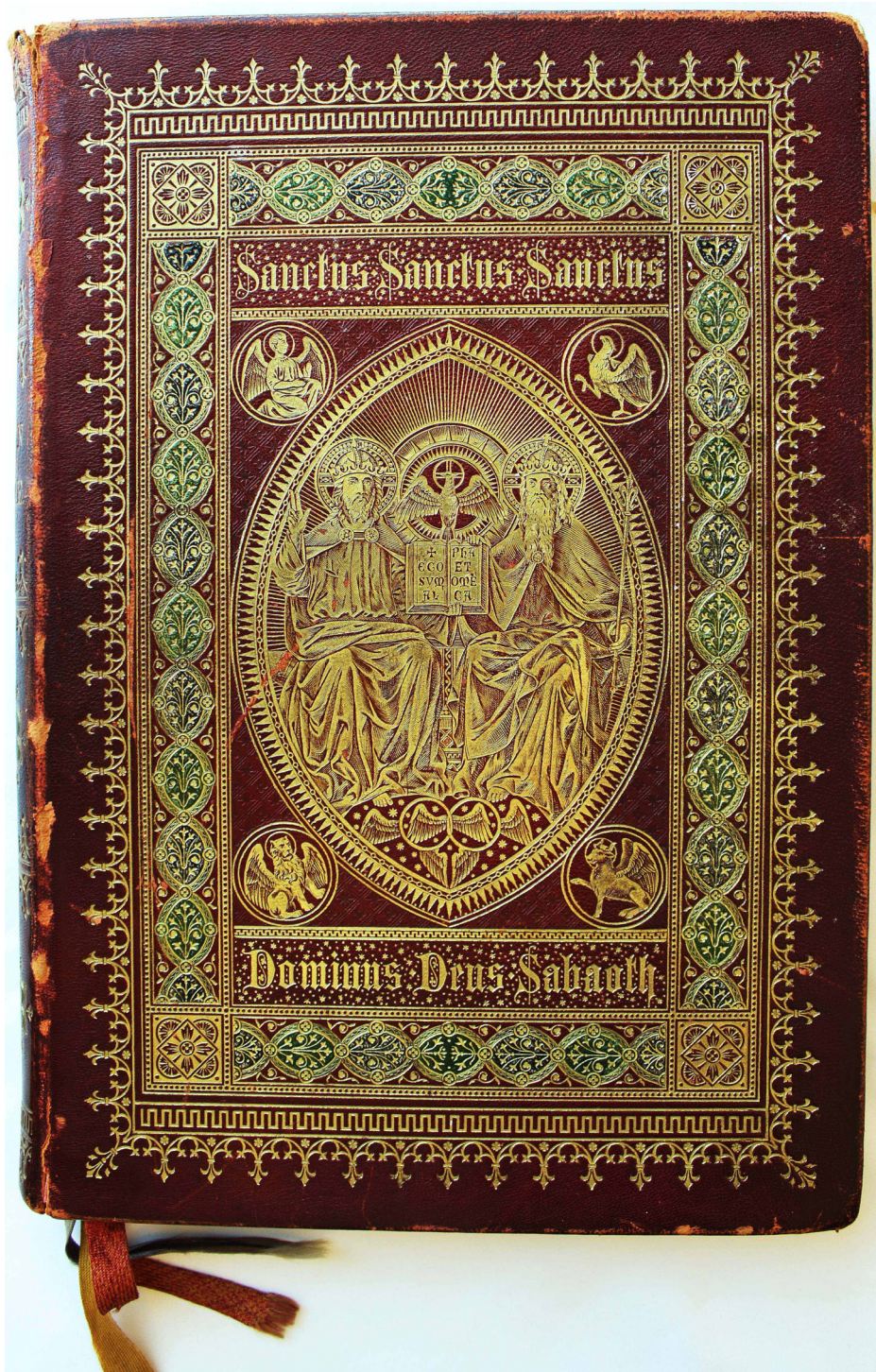
Now we continue our tour of the treasures at that time, which remain to this day in another venue, to be discussed later.

We begin with the *Pontificals* of Bishop Michael Francis Fallon (+1931) and Bishop John Christopher Cody (+1963), dated 1848 (Cody) and 1892 (Fallon). These mighty tomes, weighing almost ten pounds (3.7 kg) each, are the official, liturgical texts used by a bishop in solemn religious ceremonies such as ordinations and the blessing of altars. The guiding rubrics, or ceremonial instructions, are always printed in red, while the actual prayers are in black. (Occasionally, a non-focused bishop has been heard to say, "Now with hands extended, the Bishop says, O God ..."!) The 1848 version also contains many remarkably clear, black and white, engravings illustrating what should be happening in the ceremony at that point. Very pastoral.

These magnificent, folio-size volumes, bound in lush, red leather were piled up on the shelves. No less than 12 of these tomes sat there in episcopal splendor. Most are engraved in gold lettering with each bishop's name on the cover. The liturgical texts inside are all in Latin, and about font 20 in size, most helpful for ageing bishops in dim cathedrals! Full-colour calligraphy abounds in the exquisite margins and the opening letters of texts on the pages. The monastic printing tradition kept many a monk busy in drafty, old monasteries for centuries.



I must mention another extremely beautiful episcopal liturgical Pontifical, *Canon Missae ad usum Episcoporum ac Praelatorum (Canon of the Mass for use by Bishops and Prelates)* (1900), containing the prayers for the Mass of the old Tridentine rite. It has a stunning, gold-and-green leaf, embossed front cover, replete with a Trinitarian mandorla surrounded by the traditional symbols –lion, ox, man, and eagle– of the four evangelists.



Before electricity, a server called a “bougie bearer”, held a candle next to the celebrant at Mass to assist the bishop in reading from these mighty tomes. Unfortunately, our archives do not have such a treasure. Holding the *Pontifical* for the Bishop was a challenging duty, requiring calm balance and careful calculation to get the correct distance for easy reading, or singing, the sacred texts.

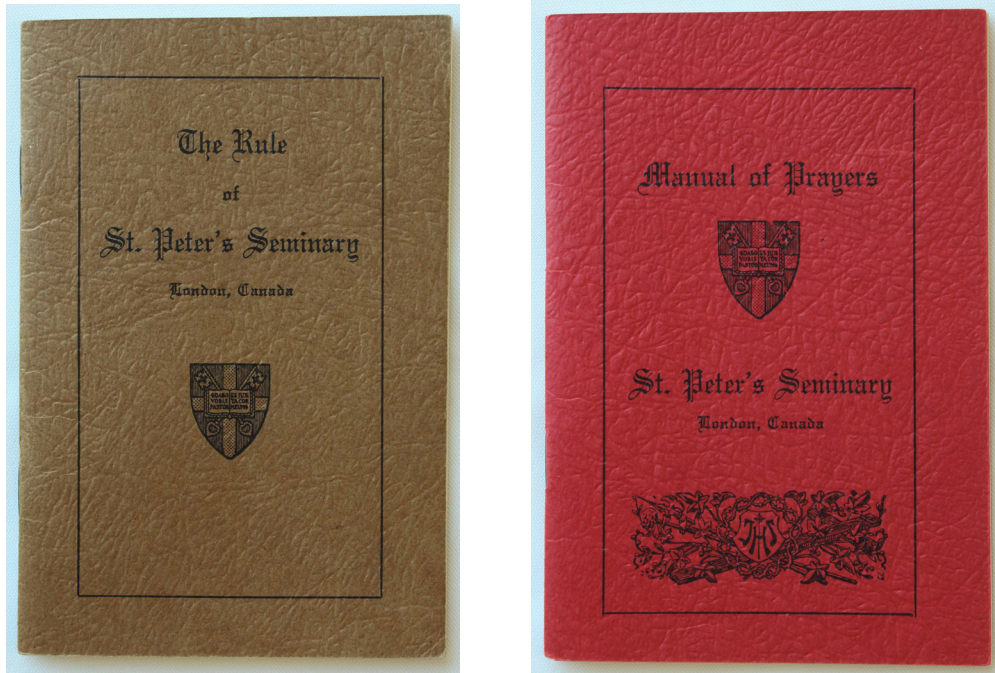


Also translated from the original vault was a magnificent clock originally ensconced on top of a bookcase in Msgr. Mahoney's office. His lore had it that it had belonged to John Henry Cardinal Newman, now a canonized saint. Recent efforts to have it appraised were unsuccessful.

Our new archives by now had acquired a number of other valuable treasures. Copies of the annual *Alumni Bulletin* had piled up. In 2012, we published, *Shepherds According To My Heart – A History of St. Peter's Seminary*, to celebrate the 100th anniversary of its opening in the Cathedral rectory. We discovered that these *Alumni Bulletins* were a primary source chronicling the key events in seminary life as well as in the careers of its graduates. Their size had increased to almost 80 pages for a few of them, and they were now in full colour. The *Bulletin* in 1986, celebrating the 75th anniversary of the seminary, contained a remarkable center-fold outlining many of the major influences the seminary curriculum had on the life of the Catholic Church in Canada. These

included areas of sacred scripture, liturgy, social justice, bioethics, sacramental theology, church history, and others. The pastoral optic of the seminary, part of Bishop Fallon's original vision for his seminary, are clearly in evidence.

Other neat items include the tiny, brown *The Rule of St. Peter's Seminary*, a 19-page masterpiece of pithiness. For three weeks at the beginning of the academic year in September, Msgr. Mahoney, the Rector, spent four, half-hour spiritual lectures explicating this rule in often minute detail. We listened like canon lawyers to see what conditions would get us permission to go downtown in the afternoon (doctor's appointment? new shoes? toothbrush?), whether the prohibition against ice-flowing on the Thames River would be repeated, and whether there was any loosening-up of Saturday night "long-recs". We were well trained in "hair-splitting". Our spirituality was simple: "You keep the Rule, and the Rule will keep you." It was all in the Seminary Rule.

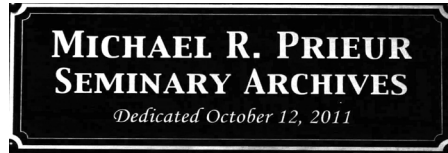


Another treasure was the red, *Manual of Prayers – St. Peter's Seminary*, London, Ontario, 1932, again a masterpiece in tininess. A clang of bells jolted the seminarians out of bed at 5:30 a.m. We had only a half-hour to be in chapel by 6:00 a.m. for morning prayers. Having individual sinks in every student room helped to speed up a quick shave. These prayers added quite a bit to what we were used to at home, often simply an *Our Father*, *Hail Mary*, *Glory be to the Father...*, and “*God bless Mom, Dad, etc.*”, which would be repeated at night.

Now our prayer repertoire was pepped up to include Acts of Adoration, Faith, Hope, Charity, Thanksgiving, along with Prayers for Benefactors, the Founder, Guide to Meditation, the Angelus, the Alumni, and occasional prayers and various litanies. Several of these dog-eared prayer books came to the archives on the death of an old priest, who had continued to use it long after his ordination.

I must mention a curious red volume edited by Bishop Fallon himself, *Shorter Poems by Catholics*, London, Ontario, Canada, The Catholic Record, 1930. It is beautifully bound, with short bibliographies of each poet printed in red. The choice of poems shows someone well-versed in poetry, including the classic poem by John McCrae, *In Flanders Fields*. Sad to say, the book was never put on sale. The bishop, perhaps suffering from memory loss owing to his severe diabetic condition without the aid of insulin, forgot to obtain any permission to publish these poems. Subsequently, our huge stock of these books gave us an excellent, “complimentary” book to give to anyone who spent more than \$10 at our annual seminary book sales. Bishop Fallon must have been turning over in our seminary crypt where he is buried!

The Archives Goes Moving Once Again



In 2011, the Archives made another journey in the seminary. By then, this author boasted about holding the all-time record for living in the seminary building, which included seven years as a seminarian, namely 49 years. (By retirement in 2016, another record for being on faculty tumbled, namely, 50 years. On retirement, one student wryly remarked to me, “Congratulations, Father Mickey. You finally figured out how to get out!”)

Of course, the seminary wanted to do something memorable for this long-time archivist. The (then) rector, Fr. Steve Wlusek, engineered a major archival decision. Two small, climate-controlled rooms occupied a segment of the seminary library in the basement. They would be more than enough to house our valued archival treasures. Finally, they would enjoy a safe harbour. On October 12, 2011, a small ceremony celebrated both the archival move and the faculty longevity of the archivist. A plaque on the wall outside these rooms documents the event.



The organization of the archival material in its new venue took a quantum leap when one of the seminarians, Victor de Gagne, had some spare time on his hands. Although untrained, he had a gift for minute detail, and an ability to organize. Guided by the tutelage of Debra Majer, the Diocesan Archivist, and the librarian, Frances Theilade, he purchased proper library boxes to protect many of the artifacts, pictures and documents. He numbered the shelves and decorated the walls with old pictures of the opening Mass of the Seminary on the front steps on September 29, 1926, as well as a rare picture of the Seminary taken

from the air in the 1930s. There were few buildings in Broughdale then. Other photos document that the Thames River meandered somewhat differently just behind the property embankment.

The most sought-after artifacts

Frances Theilade enjoys the record for being the seminary's longest serving librarian, 42 years, retiring in 2021. Recently, I asked her what items she thinks I should write about for this article. She beamed. "What a great idea! Guess what? These are the most sought-after artifacts visitors want to inspect in our archives." And she immediately sped on with her list.

1. Two shell-cases from World War I turned into flower vases



I marvel at how such horrible tools of death and destruction can be turned into things to bring beauty and inspiration to their viewers. One of them has "SOUVENIR 1918" artistically engraved on the top, and on the bottom, "SOMME". Inscribed on its heel is, "MAM^ 121Δ17ΔSg". The other one has "SOUVENIR" on the top along with "1918". On its heel is a typed inscription, "Made from shells of the first world War given to Mother Philomena by her brother Rev. Thomas Hussey, a chaplain in World War I."

2. MAJ Rev. Mike Dalton, B.A., M.B.E, *Personal War Diary 1939-1946*



Saying mass on Battlefield
 P. Dalton - 1945

This legendary priest in our diocese of London, our local Methuselah, lived to the ripe old age of almost 107 years, dying in 2009. Hailing from Kingsbridge, Ontario, he was ordained a Roman Catholic priest in 1932. He served in several parishes in Windsor, before joining the Essex Scottish Regiment. He spent six and a half years in the European war theatre in World War II.

Fr. Dalton was a colourful Irishman who loved to tell his wartime stories, and to sing to anyone who would listen. He lived in a retirement home in Courtland, Ontario for 35 years. Imagine! He filled his room with his military memorabilia, such as one of his official outfits, his war medals, and his proudest picture of him celebrating Mass on the fender of a jeep near the front lines in the War. His longtime friend, Fr. Charlie McNabb, also a former military chaplain, once remarked about him, “He never really left the war.”

His war diary is a very personal, highly annotated story of his war-time experiences, replete with numerous pictures, newspaper photos, and invaluable commentary on everything.

- General Montgomery (“I met him twice.”): “I would sooner go into action without my artillery than without my Chaplains.”
- “Internal peace comes with prayer.”
- A Protestant under shell fire: “We are in the hollow of God’s hands.”
- “The war united people of all faiths.”
- “The army quickly changed my attitude towards rubrics.”

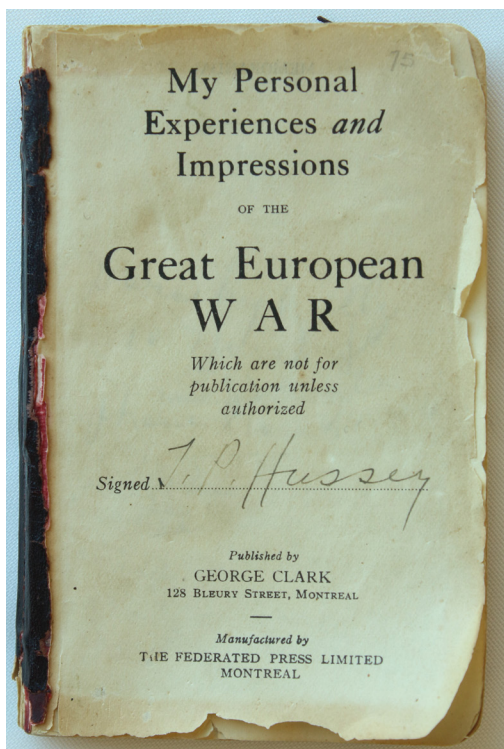
His short, choppy commentary is a remarkable window into life on the battlefield.



3. Fr. T. P. Hussey's World War I diary

Fr. Thomas Peter Hussey was from Ashfield, Ontario and ordained a priest for the Diocese of London in 1909. He served as a military chaplain in World War I with the 8th Canadian Railway Troops. His diary is small but deeply poignant. This obviously mass-produced diary titled, *My Personal Experiences and Impressions of the Great European War*, takes us right into the very soul of a chaplain serving in this horrendous war. To wit:

Sunday, August 12th, 1917	Monday September 24th, 1917
Mass in Fr. McKee's Church at 7 o'clock Visiting matron of Shorncliffe Hospital Visited Throoso Bk's Hospital Ward 14, 15, 16 Air raid in Marpole & Southard 30 killed, 50 injured	Air Raid
	Wednesday, September 26th, 1917
	Air raid German machines over head but dropped no bombs. Fierce gun fire – shrapnel falling like rain



His Mass kit contains the usual small chalice, paten, small cruets, and small candles



Frances Theilade also indicated that the papers and correspondence of **Fr. Anthony Durand** (+1999) is a gold-mine of source material for the extensive lectures and spiritual formation which he gave during his 30-plus years on the seminary faculty. Also included are his notes on his frequent visits from Dr. Charles de Konink, the renowned philosopher from Laval University in Quebec City.

I will only list a few more interesting items resting in the Archives: Bishop Fallon's episcopal crozier, his cane and umbrella, a set of china, all embossed with the seminary crest, a silver crucifix with a number of relics embedded in it, an original iron stamp with the seminary seal on it, various minute books of long-gone seminary groups like "The St. Peter's Seminary Patrician Society", shelves of *The Catholic Record*, bound, folio-size issues beginning in October 4, 1878 to 1911, from 1930-1948, and microfilm copies from 1885-1907 and 1912-1947, and of course, all the *oeuvres*, published and unpublished, of the author, including personal diaries, a world-tour diary, and countless slides of life in the 50s and 60s.

The Archives Forges Ahead

Presently, the Archives is benefiting from the expertise of Mark Richardson, who is voluntarily cataloging and digitalizing all the files in the boxes in the archives. In addition, Mark Ambrogio is also voluntarily digitalizing a *Finder's Aid* for everything on the Archive's shelves. Jordan Patterson, the present seminary librarian, has spiffed up the complete library basement, sprinkling it with various pictures of the Prodigal Son, rescued from their previous home in the deacon's classroom that was part of the huge seminary renovations.

As I reflect on my little archival tour, I think any archives demonstrates a present approach being recommended for our churches in epochal times. This is a "rowboat perspective" whereby we look backwards while rowing the boat, focusing on a distant landmark to assure a steady direction forward for our journey. Archives provide us with such wonderful landmarks to help us move ahead to a new destination. I do think my amateur archival experiences are helping me immensely benefit from these amazing "treasures" buried deep in the bowels of the seminary.

I hope my historical mini-tour of the seminary archives might whet the appetite of someone with a personal interest in my sources mentioned. Jordan would love to see anyone for further details about the Archives, including a possible visit. (Jpatterson@uwo.ca) Welcome to new amazement!

Credits

All photo credits Jordan Patterson, St. Peter Seminary librarian

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All correspondence regarding editorial matters should be addressed to:

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N6A 4W1

Manuscripts should be approximately 2,000 to 4,000 words, double-spaced and submitted electronically as Word documents or pdf files. Longer articles can be accepted but must be vetted before submission. Images should be submitted as separate jpg files in addition to being embedded in the file. For consistency, we ask that all articles be provided only with Endnotes.

Please include a cover letter with your submission, stating:

- a) that the manuscript is not under current consideration by another journal;
- b) that all co-authors have read and approved of the submission;
- c) that permission for use of all images has been obtained.

If you have an idea for an article and are not certain where to start, feel free to attend one of the society's monthly general meetings and ask a committee member for advice. For information on style, format and referencing, consult past issues of the *Historian*.

