

# London & Middlesex Historical Society

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## Newsletter

Fall 2021

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### A Word From the President

Our summer is almost over and it was a hot one. It's been an odd year and a half for the Society, but we are optimistic that we will soon return to a more normal program. We have not started planning for in-person meetings yet and we would be interested in knowing how you think we should proceed. Do we wait until 2022 for in-person meetings, or should we be planning zoom presentations? There are pros and cons to both scenarios. Sadly, we are missing another September bus trip, but fingers-crossed, next September will be back to normal. November brings our executive elections, so please consider running for a position on our board. You will find more information in this newsletter from our Nominations Committee chair, Mike Rice. November traditionally would be our 'Show and Tell' meeting, and I encourage you to submit a 'Show and Tell' photograph and story, to our next newsletter. It's a small way we can all stay connected through these unusual times.

Please feel free to contact me with any thoughts, concerns, ideas or questions.

Cindy Hartman

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## LMHS Introductory Notes

### Meetings

Due to COVID 19, LMHS meetings are still suspended until further notice.

### Membership

Memberships for 2022 are due January 1, 2022.

Membership renewal form (downloadable <https://www.londonhistory.org/lmhs-membership-application>) along with membership cheque, should be sent to:

**The London & Middlesex Historical Society**  
**Attn Membership Director**  
**Box 303, Station B**  
**London, ON**  
**N6A 4W1**

Senior member: \$15.00

Individual Membership: \$20.00

School / Student: \$15.00

Thanks to Steve our Membership Chair

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### Notices and Events

No notices received.

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### LMHS Elections

From **Mike Rice**, Chair of the Nomination Committee

A nomination committee for 2021 elections needs to be formed. The committee consists of the Past President, an executive member and a member at large. The committee will be looking for someone to take on the responsibilities of the Vice President. I can be reached by phone at 519-451-6186 or email [mike.rice081@gmail.com](mailto:mike.rice081@gmail.com).

Stay safe.

Cheers,

Mike

## An Update “THE DYING CONFESSION OF CORNELIUS BURLEY”

By Dan Brock

In the following article it will be argued that Cornelius Burley was *not* the person who shot Constable Pomeroy but rather his cousin, Anthony Ribble. I will then proceed to outline how and why Burley came to accept full responsibility for Pomeroy’s murder, the primary purpose of “The Dying Confession,” and then when and where the handbill itself was printed.

On the morning of Wednesday, September 16, 1829, in the vicinity of Big Otter Creek and concessions 4 and 5, in Bayham Township, Middlesex (now Elgin) County, in the London District, Constable Timothy Conklin Pomeroy of Hamilton, in the Gore District, was fatally shot while pursuing Cornelius Alverson Burley of Beverly Township, Wentworth County, “on a charge of theft, burning property, destroying cattle, &c.” Burley was captured three days later in Dunwich Township, then also in Middlesex County, and subsequently lodged in the jail cells beneath the London District court house, on the southwest corner of Ridout and Dundas streets, in the town of London.

During the assizes held in the London District the following August, Burley was found guilty of Pomeroy’s murder and, on August 19, 1830, became the first person legally hanged in the rising settlement at the forks of the Thames River.

While in jail, Burley had been ministered to by three clergymen: the Reverends Edward Jukes Boswell of the Church of England, Smith, of whom nothing further is presently known, and James Jackson, of the recently-formed Canadian Wesleyan or New Connexion Church. All three were present at Burley’s execution. The last-named clergyman, however, appears to have had the most influence on the condemned man, at least as far as the Ribble family was concerned, during his final hours. Jackson had been a minister in the Methodist Episcopal Church from 1817 but was expelled in 1829 from the Methodist Episcopal Church in Canada, which had only been established by the parent body the year before. He then played an important role in the formation of the Canadian Wesleyan or New Connexion Church.

When Burley had fled from Beverly Township, after apparently escaping from Constable Timothy Pomeroy, he and his wife went to Bayham Township and hid out on the farms of his maternal uncle Henrich “Henry” Ribble and his sons who appear to have been then living on concessions 4 and 5, near Big Otter Creek.

It is my belief, and many living in the London District at the time, that it was Anthony Ribble, Henry’s son, who actually shot Pomeroy while he and two other constables were returning from the home of Henry Ribble to that of his son, Anthony, where they had tied their horses. Henry Ribble and another son, David, appear to have been with Anthony at the time. Freeman Talbot, the youngest son of Richard Talbot, the colonizer of a settlement in London Township, was to write in 1886 that the Ribbles “were active, intelligent, desperate men, well-skilled in the use of firearms, good marksmen, successful hunters, Burleigh [*sic.*] was just the reverse.” All three of the Ribbles were arrested on the spot, one of the arresting constables being Peter Defield. Meanwhile Burley, with his wife, the former Margaret “Mergie” Beamer, had again managed to escape custody. Burley was captured, however, in the northern part of Dunwich Township, on the morning of Saturday, September 19<sup>th</sup>, by George Henry, Leslie Pearce and Henry Fox who later shared the £100 reward offered by Lieutenant-Governor John Colborne for the apprehension and conviction of Pomeroy’s murderer or murderers.

While Burley, Henry Ribble and his two sons languished in jail in London for the next several months, Burley continued to maintain his innocence of the murder of Pomeroy and appears to have believed that the Court would find this to be the case. In fact, when some of his fellow prisoners “escaped through a trap door leading from the jail into the court room, and thence clambering out of the window,” Burley refused to join them.

In his letter to the editor, published in the September 3, 1830 issue of *The Gore Balance* of Hamilton, the Rev. James Jackson, who had done all in his power to save the Ribbles from a similar fate, wrote of Burley: “I attended him in the cells every day but one during the session of the Court, and never have I witnessed so

great an instance of obduracy and insensibility, as he manifested until after he had heard his sentence and was remanded back to prison; although he had been visited by Ministers of different orders, yet all their counsel seemed to have no affect..." In actual fact, Burley's "obduracy and insensibility" could have simply been the maintenance of his actual innocence in the death of Pomeroy.

Freeman Talbot was 19 years of age and lived in or near the town of London at the time of Burley's trial and execution. In his letter which appeared in the *London Advertiser* on March 31, 1886, Talbot indicated that that Ribbles were to be tried separately from Burley. It was Burley's misfortune that he was tried first, convicted and sentenced to death for Pomeroy's murder. In his letter to the editor of the *Gore Balance*, Jackson stated that after being condemned to death by hanging, "about forty-one hours before his execution, when in his melancholy dungeon the nature of his situation was explained to him" Burley "burst into a flood of tears" and made the confession to be found on the handbill copies below.

Now, as Freeman Talbot was to write more than 55 years after the fact, Burley was "a poor, ignorant, weak-minded mortal—almost an idiot." After Burley's sentence, the Rev. James Jackson must have moved heaven and earth to convince him that there was no hope of his escaping the gallows but he could at least save the lives of his uncle and cousins. For his part, Burley, who now realized that he was doomed, may have felt an obligation to save the Ribbles from similar fate, after the kindness they had shown him on his arrival at their farms after his flight from Wentworth County, by now "confessing" to the murder and accepting full responsibility as Jackson's version of Burleigh's "confession" would indicate.

The relationship between Burley and Jackson is reminiscent of Felix Tesla, played by Tony Musante, and Detective Joe Lealand, played by Frank Sinatra, in the 1968 film *The Detective*, set in New York City. Tesla, a gay man, agrees to Detective Lealand's pressured suggestion that he (Tesla) murdered his house-mate. Although innocent, the poor wretch is subsequently executed, hardly aware of the gravity of the situation. On pages 22-23 of his book, *A Century of Western Ontario*, published in 1949, Orlo Miller appears to view Burley and Jackson in much the same roles as the psychologically disturbed Tesla and Detective Lealand. Freeman Talbot, in his 1886 letter to the editor of the *Advertiser*, stated: "None blamed the good elder for being the chief instrument in saving the Ribbels [*sic.*] from the gallows. He well knew that Burleigh [*sic.*] must die, and he thought that the loss of one life was sufficient to atone for the loss of the other. The Ribbels were all men of families, and that fact weighted heavily on the mind of Mr. Jackson."

The Rev. James Jackson wrote out Burley's "confession" and had the condemned man acknowledge it primarily to exonerate the Ribbles from any part in the shooting of Pomeroy. The "confession" may even have been used in the defence of the Ribbles in their subsequent trial and acquittal, as Talbot stated decades later, but it certainly was not distributed in printed form to "Every juryman in town" before their trial as Talbot mistakenly wrote in 1886. Orlo Miller believed this to be the case even though the contents of the handbill itself clearly indicated that "The Dying Confession" was printed *after* Burley's execution.

While Jackson stated that Burley wanted the minister to "write it, and read it on the scaffold before his [Burley's] execution" and the clergyman "wrote it and read it to about 3000 spectators, while he [Burley] stood on the scaffold with the rope about his neck," Miller implied that Jackson printed the handbills on the press of his own newspaper *The Wesleyan Advocate* for distribution on the day of Burley's execution.

The fact is *The Wesleyan Advocate*, and *London District Advertiser* did not see the light of day until early October 1835, according to the October 14, 1835 issue of *The Cobourg Star* of Cobourg.

Miller also noted that the rival newspaper to Jackson's *Advocate* in 1830 was *The London Sun*. Its editor was Edward Allen Talbot, Freeman Talbot's oldest brother. Could "The Dying Confession" have been printed on the *Sun's* press? Again, this too was impossible. *The Colonial Advocate* of York (now Toronto) of June 14, 1831, gives the date of the first issue of *The London Sun* as July 7, 1831. Moreover, the earliest dates of advertisements in the only known surviving issue of the *Sun*, that of January 26, 1832, are "July 7 1831." In fact, the *Sun*, London's first newspaper, only saw the light of day almost 10 months *after* Burley's execution.

The question then arises: When and where was the handbill actually printed? More than 50 years ago, while examining pre-1846 Upper Canadian newspapers held by the Mills Memorial Library at Hamilton's McMaster University I happened upon the answer.

In studying the surviving issues of that city's first newspaper, the aforesaid *Gore Balance*, I came upon several letters to the editor, written by the Rev. James Jackson. His manuscript of "The Dying Confession of Cornelius Burley" was acknowledged in the September 3, 1830 issue of the paper. The editor then went on to state that the submission "will be published in our next: in the meantime we are ordered to strike off 1,000 copies in a handbill form." Apparently, Jackson wished to profit monetarily from Burley's execution as well as further distance the Ribbles from any part in Pomeroy's murder.

As promised, Jackson's communication was printed in the September 10<sup>th</sup> issue of the *Balance*. The wording of the confession is identical both in the *Balance* and on the handbill; only the paragraphing and punctuation differ. The note on the hand bill, however, neglects to state that Burley received the "Christian Sacrament of Baptism and the Lord's Supper, from the hand of the Rev. Mr. Boswell" and not from Jackson as might be intimated by studying only the handbill.

The poem found on the handbill was not published in the *Balance* and it is quite possible that it was written by someone connected with the journal rather than by Jackson as might also be believed in viewing the handbill alone.

As for the 1,000 copies of the printed handbill, I know only of the whereabouts of two. One is to be found in the London Room of the Central Library located in the Citi Plaza in Downtown London, the other is filed among the papers of H.C. Burleigh, in the Archives at Queens University in Kingston, Ontario. Cyrus Burley (1793-1873), the great-grandfather of Dr. Herbert Clarence Burleigh (1893-1980) was a first cousin to Cornelius Burley, the first person legally hanged in London. The following pages show both surviving copies.

# THE DYING



# CONFESSION

## CORNELIUS BURLEY,

Who was Executed at London, U. Canada, on the 19th of August, 1830, for the Murder of Timothy C. Pomeroy.

*The Dying Confession of Cornelius Burley, made in the presence of the Rev. Messrs. Beavert, Smith, and Jackson—written by Mr. Jackson, and read on the scaffold, at Burley's request, just before his execution.*

As I am this day to be executed, as the just reward of my crimes, and the only satisfaction which can be made to meet the penalty of that civil law which I have violated, I feel it to be my duty to all those who stand here as spectators of my disgrace, and also to God, who has been justly offended with me on account of my transgressions, to make the following humble confession, before I die; and I sincerely pray that it may be acceptable in the sight of Almighty God, and have a tendency to check the progress of evil, and prevent others from doing as I have done.

I have been wicked and thoughtless, from my youth; having been brought up under the tuition of parents who were tender and kind, in many respects, but never appreciated the benefits arising from education or religion; therefore, I never was instructed to read or write, nor did they ever attempt to impress my mind with religious sentiments. Having no attachment to any system of religious instruction themselves, I was left to wander through the world, under the influence of depravity, without the advantages of education, or religious instruction, to counterbalance the influence of my natural propensities to evil, of various kinds, particularly that of frequenting all places of profane resort: I was often found in the merry dance, and lost no opportunity of inducing thoughtless and ungodly females to leave the paths of innocence and virtue. I lived in constant neglect of the holy Sabbath, and considered it a day of profane amusement; and I entirely neglected the worship of God; and during profaneness employed my tongue, which ought to have been employed in the service of God, and in imploring his pardoning mercy.

I was married, at the age of twenty-one, to a respectable young woman by the name of Sally King; but soon found a pretext to forsake her, as jealousy arose in my mind, (perhaps without any just cause,) that she was guilty of the same crime my propensities led me to. Some time after this, perhaps in June, 1829, I married a second, (the first being still alive)—her name was Margaret Beamer, of Waterloo.

The unfortunate circumstances which led to my untimely end, were as follows:—A misunderstanding took place between a Mr. Lamb and myself, in which I considered that said Lamb defrauded me; and as I could get no legal redress for the fraud, and being influenced partly with a spirit of revenge, and partly with a desire to get redress, I took the law into my own hands, and shot a steer belonging to said Lamb; for which transgression a warrant was issued, and I was pursued and taken; but by a stratagem I escaped from the Constable, and fled to the township of Bayham, in the London district, whither I was pursued by Mr. Pomeroy, the unfortunate victim of my rashness. I made use of various means to escape from him, and those who were aiding him in pursuit of me, until that dark and unhappy night of the 15th September, 1829, when the heart-appalling deed was committed, the thoughts of which produce the keenest remorse. That evening I took the fatal instrument of death, and after close examination that it was in order to do execution, I fled, to avoid them; but in my flight I came near meeting them, before I was aware of my danger; but as soon as I saw them, I stepped behind a tree to avoid being seen by them, but Mr. Pomeroy at this moment altered his course, and came toward the tree behind which I stood. I then supposed that he saw me, and was determined to take me; I then, under the impression of the moment, concluded that my escape could not be effected without taking the life of Mr. Pomeroy. I accordingly presented my rifle, and ordered him to stand back, but gave him no time to escape till I fired on him, which

shot was instrumental in bringing him to an untimely grave, and me to this disgraceful end. Yes! O yes! it was I who did this murderous deed; it was I alone who was guilty of this horrid and bloody crime, and none but I was guilty of shedding the blood of that trusty man, Mr. Pomeroy, who was faithfully performing his duty to his King and his country.

As an act of justice due to Anthony Ribbles, I am constrained to say, that he had no hand in the crime whatever. Neither had any other person. It was altogether my own act; for which act I now feel to abhor myself, and feel deeply humbled in the sight of God. O that I could recal that most shocking and dreadful deed! But as I cannot, I wish to warn all others not to do as I have done. And I further say, that, now considering myself as a dying man, I attach no blame to his Lordship the Chief Justice, nor his assistants on the Bench, the Sheriff, the Jurors, or Witnesses, in my conviction and execution; as I believe they all acted from pure motives, and did their duty, with punctuality, in obedience to the laws of their country; and I only suffer the penalty that is justly due to my crimes.

I feel grateful for and desire to acknowledge the favor of being visited by Ministers of the different denominations, whose instructions have been instrumental in leading me to my last refuge, which is Christ alone; and in my great extremity I have gained a confidence that, through the merits of Christ alone, I will be saved, although the chief of sinners. I now bid farewell to the world, and to all earthly things, at the age of twenty-six; and I sincerely hope that all you who behold my disgrace, will take warning by my untimely end, and avoid the snares into which I have run. I freely forgive all that have injured me, and I sincerely ask forgiveness of all whom I have injured, but particularly of God, whose righteous laws I have violated, but who has become reconciled, through Jesus Christ, and has given me an evidence of his love. O praise the Lord! I now leave this world, with the fullest confidence that my sins are washed away in the blood of the Lamb; and with a sincere desire for the happiness of all I leave behind, I again say, FAREWELL.

After this confession was made, he wished me to write it, and read it on the scaffold, before his execution; and accordingly wrote it, and read it to about 3,000 spectators, while he stood on the scaffold, with the rope about his neck, and he then sanctioned it as his dying confession. After which, Mr. Smith addressed the audience, and made the concluding prayer, at the close of which, the scaffold dropped; but the rope broke, and he fell to the ground, somewhat stunned, but soon recovered, and walked up the stairs to receive his doom. This accident gave us an additional opportunity to know the state of his mind, as to his religious enjoyments; and I am happy to have it in my power to state, that he gave us the most convincing proof of a real work of grace, inasmuch as the interval between this accident and his final execution, was some time; yet did he not murmur on account of the fall, nor did he speak of it any more than if it had not taken place; nor did he mention any earthly thing; but seemed as if the world was lost from his view, and his whole mind was devotion, prayer, praise, singing, and thanksgiving. When the Sheriff came to him with a new rope, to perform the painful task, Burley turned around to him and pulled down the collar of his shirt to give him an opportunity of tying the rope; and then he stepped upon the table and walked out upon the scaffold to be executed, without any appearance of hesitation; but with the utmost composure, submitted to his fate. J. JACKSON.

Note.—Prior to his going upon the scaffold, he received the Christian Sacraments of Baptism and the Lord's Supper.

Oh! ye gazing spectators! be shocked at this sight,  
And turn your attention to things that are right;  
While BURLEY'S sad fate throughout Canada rings,  
Let it teach you subjection to God and your King.

A succession of evils has stained all his life,  
From degrees of depravity, till they ended his die;  
In the merry dance, we hear him declare,  
That he squandered his time, without virtue or care.

Ye sons and ye daughters of mirth and of glee,  
Remember the end of CORNELIUS BURLEY;  
He began in the ball-room to merrily prance,  
But the gallows concluded his infamous dance.

In seducing the thoughtless, he took great delight,  
And swore most profanely, as if it was right:  
O, ye that delight in such vices as these,  
Forsake them at once, lest your fate be like his.

The next is the Sabbath, which he did reject,  
And God's holy Word he did wholly neglect:  
O, ye Sabbath breakers, lay this to your heart,  
And never from God's holy mandates depart.

He married a wife, when aged twenty-one;  
But his inconstant heart was soon from her gone:  
O, ye faithless, inconstant, and false-hearted men,  
View BURLEY'S proceedings, and think of his end.

Emboldened in sin, he next, in his spite,  
Takes to stealing and plunder, in shades of the night:  
O, ye perpetrators of such horrid crimes,  
Now shun Satan's snare, and take warning by time.

And next the cap-stone of his unholy life,  
Is in shooting poor POMEROY, and taking his life;  
So, now to the scaffold he's hurried along,  
The rope it is fastened, and BURLEY is gone.

Now, ye wise and ye simple, ye young and ye old,  
Ye rich and ye poor, who this victim behold—  
You, parents and masters, and guardians of youth,  
O, pity your children, and teach them the truth.

If the parents of BURLEY had taught him with care,  
To avoid every evil, and shun every snare,  
And the joys of religion impressed on his heart,  
Perhaps, from their counsel he never would part.

Oh! parents, will you train your children with hope,  
That they will avoid the disgrace of the rope;  
In the nurture and wise admonition of truth,  
Let their minds be impressed, in the days of their youth.

Then all you that hear of Cornelius's end,  
In the strength of Christ Jesus, your lives now amend;  
May the spirit of Jesus in us richly dwell—  
So to this mournful subject I now bid—FAREWELL.



## DUFFIELD BLOCK, 1871-2021

By Arthur McClelland

150 years ago, on September 19<sup>th</sup>, 1871, Spettigue Hall was opened at 215 Dundas Street on the southwest corner of Clarence and Dundas streets with the London Philharmonic Society performing the cantata, The May Queen, featuring several vocalists and Miss Ellen Hartt, a lead singer from Detroit. General admission to the concert was 25 cents; reserved seats were 50 cents. According to the September 20<sup>th</sup>, 1871 issue of the London Free Press, the occasion was a source of great gratification and the hall was crammed for the concert.

215 Dundas Street was originally part of Lot 6 whose crown patent was granted to Oliver Owen on December 14, 1841. In 1863, Lawrence Lawrason conveyed the property to Sir Richard Airey, nephew of Col. Thomas Talbot. In 1870, Joseph Jordan Spettigue and his wife Louisa purchased 2,300 square feet for \$2,770.

The owner of the hall was Joseph Spettigue who was born on May 24, 1822 in Cornwall, England. He came to Canada in the 1840s and opened a dry goods and grocery store, later known as the Chequered Store, on the southeast corner of Clarence and Dundas streets in London in October 1855. (1856 city directory ad). Joseph's business partner was his brother John and together they managed another store at 188 Dundas Street but a fire destroyed the store on March 14, 1864, resulting in a \$45,000 uninsured loss. 188 Dundas was rebuilt after the fire and was occupied by Nordheimer Piano and Music Co. from 1900 to 1912. From 1913 to 1995, it was occupied by ladies' clothing businesses, the most notable being Reitman's Ladies Wear from 1940 to 1985.

Joseph was very involved in the community. In the 1860s, Joseph was a Ward Three alderman for seven years and a director and judge of the Western Fair for many years. He was also for some years Inspector of Weights and Measures at London under the Mackenzie government. Joseph was also engaged in the cattle business and was one of the first to import Devon and Durham cattle and Leicestershire sheep to the area, judged cattle at the Western Fair and twice judged livestock at the Fat Stock Show in Chicago.

In 1871, Joseph gave up his livestock businesses and had Duffield Hall built. The architect was George Craddock who designed the building in the London, Ontario version of the Second Empire style where the typical Mansard roof crowned the building with essentially Italianate features. Extending across both facades of Spettigue Hall were massive round-headed windows extending upwards through two storeys with each window divided by muntins into two or three round-headed lights. A deep bracketed cornice supported the broad eaves. The 663-seat concert hall was located on the second floor of the building which was 117 feet long along Clarence Street with a 45 foot frontage on Dundas Street and a height of 63 feet. Construction costs were \$12,000.

In 1874, the main entrance on Dundas street was enlarged with a ticket office at the head of the stairway. The main floor was divided into a parquet and provided with 220 cushioned opera chairs and a dress circle of 176 seats rising on a slope of four feet. A sloping semi-circular gallery was added to accommodate 240 persons. The total seating could now seat 636 persons. (1885 photo) By 1878, the building was known as the Albert Block and had several occupants, one of whom was art teacher, William Lees Judson. (1880 city directory ad) It is believed that artist Paul Peel received his first art lesson in a room on the building's first floor in 1875. James Collin Duffield bought the building in May 1891. (1890 photo) He closed the concert hall, dividing its space into a third storey, thereby altering its façade. He renamed the building the Duffield Block and used the bottom two floors for offices for their company, City Gas Company. The building remained in the Duffield family until 1930 when Union Gas bought out City Gas. Joseph Spettigue died at the age of 75 from inflammation of the lungs at his sister's residence, 53 Clarence Street in London on November 30, 1897.



Among the many tenants of the Duffield Hall were J. Gammage and Sons, florists; Arthur Wismer, jeweller; Charles Wismer, druggist. The building also housed the Knights of Pythias and the Women's Morning Music Club. Other occupants of the building were the Smith Brothers, plumbers and gasfitters, the Independent Order of the Odd Fellows and Young Liberal Club.

From July 9, 1905 until August 25, 1906, St. Paul's United Evangelical church, a German speaking congregation, rented space in Duffield Hall. On August 26, 1906, they dedicated their new building at Grey and Wellington streets. They remained there until 1916 when they were forced to close the church because of anti-German discrimination during the First World War. The church was then bought by the Jewish community in London and became a synagogue. It remained a synagogue until 1959 when the Church of the Nazarene purchased the building. The Nazarenes still worship in the building.

Other twentieth century occupants of the Duffield Block included the City Gas Company, Gas Appliance Company, later the Union Gas Company, the United Trust Company later the National Bank of Canada and Dominion Securities. In 1925, John Hayman and Sons conducted renovations on the front of the building. The Union Gas Company had occupied 215 Dundas Street since 1935 and vacated the location in 1969. Mann Martel Real Estate purchased 215 Dundas in 1970 and refurbished the building, preserving its historical features. The building's early architecture was still evident in the arched windows facing Dundas street and in the arched alleyway off Clarence Street. A string of domed dormer windows faced the east on the top storey with its slanted roof. Facing Dundas street was the squared turret at the top-front which once was embellished with a gingerbread railing and a high flagpole. By 1976, the dormer windows of the fourth floor were boarded over. The deep windows on Clarence and Dundas streets were removed and replaced with two rows of windows. The gingerbread railing and the horizontal flagpole on the turret were also removed. In June, 1980, the Royal Trust sold 215 Dundas for \$710,000 to a group of London investors who spent \$300,000 to restore the exterior of the building and leased the space for commercial and retail use. The interior has been much altered. On Heritage Day in 1981, the building owners received a certificate from the city in honour of the restoration. Recent occupants of the building have included Burger King (1996-2005), Ming's Buffet and now the Grace Restaurant. (1998, 2005 photos)

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**JOSEPH MALCOMSON,**  
WHOLESALE AND RETAIL DEALER IN  
**GROCERIES, WINES, LIQUORS,**  
CROCKERY, PROVISIONS, &c., &c.,  
SIGN OF THE GOLDEN CANISTER, SMITH'S BLOCK, DUNDAS-ST.,  
LONDON, C. W.

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DEALERS IN  
**DRY GOODS, GROCERIES,**  
CROCKERY, HARDWARE, BOOTS & SHOES,  
CORNER DUNDAS AND CLARENCE STREETS, LONDON, C. W.  
TIMOTHY AND CLOVER SEED, FLOUR, &c.

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**THE SCOTCH HOUSE!**  
**JAMES SMITH & Co.,**  
GENERAL DEALERS IN  
**DRY GOODS & READY-MADE CLOTHING**  
DARCH'S BUILDINGS, DUNDAS-ST., LONDON, C. W.

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**ROBINSON HALL HOTEL**  
CORNER DUNDAS & RIDOUT STREETS,  
Opposite the Court House,] LONDON.

---

**J. M. BENNETT, Prop'r.**

WM. L. JUDSON,

**ARTIST**

PROFESSOR OF

**DRAWING**

—AND—

**PAINTING**

OF HELLMUTH COLLEGES.

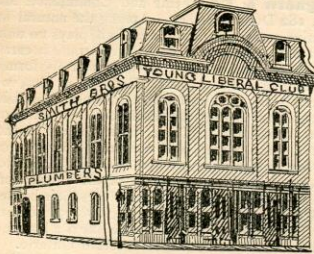
**Portraits from Life or Photograph!**

ALBERT BLOCK.

COR. DUNDAS AND CLARENCE STS., - LONDON, ONT.



**Smith Brothers, Plumbers and Gas Fitters,** 389 Clarence Street.—The trade of the plumber and gas fitter is one of primary importance and significance in every home, and too much stress cannot be laid upon the necessity of procuring the best of workmanship in connection therewith. Among the leading houses in London engaged extensively in this important pursuit may be mentioned that of the Messrs. Smith Brothers, which was originally established



some two years ago at 389 Clarence Street, where the business has been since conducted, showing during that period a most gratifying success. They do every description of plumbing, fitting up stores, private residences and public buildings in the most thorough and workmanlike manner. They make a leading specialty in the mechanical line of plumbing, gas fitting, steam and furnace heating apparatus, and carry in stock the most complete assortment of fine gas fixtures, chandeliers and brackets to be found in the city, as well as all varieties of plumbers' materials and plain and fancy articles pertaining to this line, such as brass goods, iron or lead piping, force or lift pumps, hydraulic rams and water motors. Their stock of sanitary earthen-ware is a most complete one; they have all sizes of baths and boilers, and their show-room will compare with any in a similar concern in Western Ontario. At the various local and Provincial fairs they secured twenty prizes and diplomas. These gentlemen are also agents for the "Standard" lager beer machines, which are in great request, and are used by nearly all the leading hotel keepers in the city, also of the "air pressure" pumps. The Messrs. Smith Bros. are thorough practical plumbers, conversant with all the details of the business, and as energetic merchants, have justly merited the flattering success which has attended their enterprise since its inception.

**George Heaman, Carriage and Waggon Builder,** 15 Lyle Street.—Among the comprehensive industries of London the manufacture of carriages and waggons occupies a prominent position. In this line we have several prominent firms and individuals engaged, amongst whom due recognition must be given to Mr. George Heaman, who is actively engaged as a carriage and waggon builder, and also controls a horse-shoeing and jobbing shop. This comprehensive concern was established by the present proprietor in 1875. His premises are located on Lyle Street, and comprise a blacksmith's shop, two stories in height, 22x40 feet in dimensions, and a wood and trimming shop, 22x40 feet in size, while employment is given to some five or six experienced workmen. As a carriage and waggon builder the products of this establishment can compare favorably with those of any similar establishment,

the work being strong, durable and of neat execution. All repairing and general jobbing work is promptly attended to, while a specialty is made of scientific horse-shoeing. Mr. Heaman is a native of Dolton, Devonshire, but has been a resident of this city for the last 15 years, during which time he has been prominently identified with the growth and progress of London. He was Councillor for four years for London East, and Deputy-Reeve for one year for the county of Middlesex, till the time of the amalgamation of London East with the city, and has since represented No. 5 Ward as Alderman. All these appointments Mr. Heaman has filled with honor and credit to himself and with satisfaction to his fellow-citizens. He is a gentleman highly respected in all communities, and it is due to his own energy and enterprise that he has built up so substantial and satisfactory a business.

**William Milroy, Artist,** 550½ Richmond St.—There is no better evidence of refined taste in the home than the presence of paintings. To be an accomplished and successful painter requires years of study, thorough training and much assiduous labor, all of which have been gone through by Mr. William Milroy, the gentleman who now forms the subject of this sketch. Mr. Milroy has an elegantly fitted art gallery and studio at 550½ Richmond Street, where the public are cordially invited to call and see specimens of his work. This gallery, 50x20 feet in dimensions, contains upwards of one hundred pieces, comprising landscapes, figure pieces, animals, portraits, fruit and flowers, all choice specimens of art, the result of his untiring study and practice of his profession. This gallery is open free to the public every evening. Mr. Milroy makes a specialty of portrait painting, from life or photograph, and animal painting, and in this department he has a justly deserved reputation; these he executes in oil, water color or crayon, and that to at the most reasonable terms consistent with the high character of the work. Mr. Milroy established his art gallery in 1882, and gives lessons in oil, water color, crayon, flower painting, pencil drawing and sketching from nature. He is a native of this country, and has been a resident of London for twenty-five years.

**G. F. Ryder, Family Butcher,** corner Gray and Clarence Streets.—Though but comparatively recently established, yet the widely extended trade of Mr. G. F. Ryder, and the thorough reliability of all meats kept in his store, have gained for him in the butchery business a well deserved reputation, and entitle him in this volume to due representation. This business was established by him in 1883, and has since then enjoyed a large and steadily increasing trade. In this line of business he is thoroughly experienced; he is a capital judge of stock, and both buys on the market and kills himself, requiring for the purpose of his large and widely-extended trade, four to five head of large cattle and 15 to 20 of sheep, calves and hogs per week. His premises are situated at the corner of Gray and Clarence Streets, and comprise a two-storied building, 16x25 feet in dimensions, with a work-shop in the rear. Orders are promptly attended to and delivered to all parts of the city. Mr. Ryder is a native of Hertfordshire, England, has been in this city for the last 15 years, and does all he can to accommodate and meet the wants of his many patrons.

DOWNTOWN DETAILS : Vaudeville & Movie Houses



Allen Theatre, now the Capitol, c. 1922  
LRAHM

The Allen opened in 1920 and is now London's oldest continuously occupied movie house. It was possibly designed by Howard Crane, an American architect. Under the current steel cladding is a large window surrounded with terra cotta decoration. The sloped roof is covered with tin, shaped to look like tiles.



Premier of A YANK IN THE RAF at the Capitol, 204 Dundas Street, 1941.

At right, is visible the terra cotta façade of Bowles Lunch, built c.1925. It exists today beneath a covering of metal cladding.



Capitol Theatre, 204 Dundas Street, 1998  
J. TAMBLYN

JITRC, UWUO

London Free Press, June 15, 1931

**LOEW'S**  
COOLEST SPOT IN TOWN

**TODAY**  
The Fascinating Love Triangle

**Never  
The Twain  
Shall Meet**

South Sea Passion Flower or American Beauty—Which did he Choose?

A great cast headed by  
**LESLIE HOWARD,  
CONCHITA MONTENEGRO  
C. AUBREY SMITH**

Loew's Talking Comedy  
**HEARST METROTONE  
SOUND NEWS**  
\*P12c



Victoria Theatre, Clarence Street, c. 1923  
OLD BOYS SOUVENIR



Victoria Theatre, formerly the Patricia. A23-27



Spettigue Hall, later the Dusfield Block, 215 Dundas Street, built about 1862, 1998

This hall was used more for political meetings than for performances.

J. TAMBLYN

**213 – 215 Dundas Street**

**Spettigue Hall / Duffield Block**



C 1875 courtesy Museum London



Courtesy the City of London, c. 2005.

**General Information**

**First Directory Listing:** 1872

**Architect:** Undetermined

**Built:** 1871

**Original Owner or First Occupant:** Joseph Spettigue

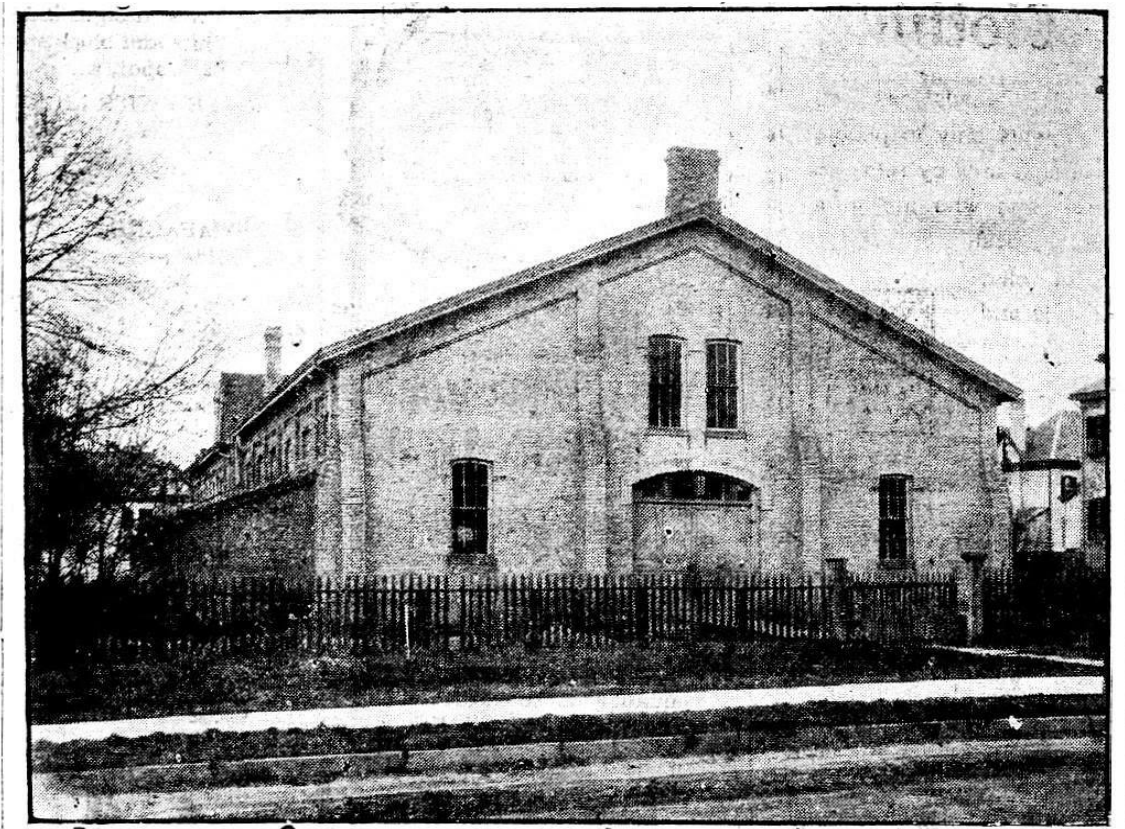


## Vintage London Snippets of History

By Colin Duck

On May 5th, 1905 a relic of London's past, located at the SE corner of Wellington St. and Central Ave, was sold for more than \$13,000 to Mr. Ed Shea. The relic, a former military drill shed, was a survivor of London's military past from a time when land across the road was home to the military barracks. The property that was sold had a frontage of 132 feet along Wellington St. and 330 feet along Central Ave. Considered to be prime residential land the drill shed was to be demolished quickly and the land subdivided to sell to prospective new owners.

photo & info source - May 5th, 1905 London Advertiser via [www.canadiana.ca](http://www.canadiana.ca)

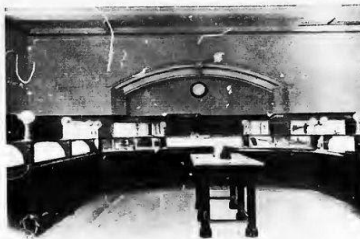


In 1906, 39 years after first opening in London, an invitation was issued to anyone to come and inspect the new premises of the London branch of the Canadian Bank of Commerce. Located on the NE corner of Richmond St & Dundas St the Bank of Commerce occupied the ground floor of the new building. Entered through the main entrance off Dundas St the wide open banking hall was slightly raised above the sidewalk. Mahogany counters lined three sides of the hall, with teller cages made of antique copper with brass

mountings, and light marble floors in the middle. The walls were green in colour and the ceiling was heavily beamed & coffered, with ornate moldings. To the right of the entrance was the women's writing room and to the left was the manager's office. The second floor of the new building was occupied by various offices, accessed by a separate entrance of Richmond St. The five rooms on the second floor were finished with quartered oak and were provided with ample fireproof vaults. This building survived until the 1960s when it was demolished and an expanded CIBC bank building was built in its place.



MAIN DOORWAY AND MANAGER'S ROOM  
15



BANKING ROOM  
17

info source – Canadian Bank of Commerce publication via [www.canadiana.ca](http://www.canadiana.ca)

photo sources - top photo (c 1942 - (from the book - London 200 An Illustrated History by Orlo Miller) & two small photos (c 1906 - Canadian Bank of Commerce publication via [www.canadiana.ca](http://www.canadiana.ca))

**"London Six" Canada's Quality Car**  
**One Hundred Years Ago—1921**  
By Cindy Hartman



*A "London Six" pictured in Victoria Park, 1922. Note the distinctive wooden disc wheels designed to reduce noise and tire wear.  
Photo Source: Western University Archives, London Motors and Stansell Family Fonds*

The story of London Motors Limited and the "London Six" begins in early 1921. In the January 14, 1921 edition of the London Free Press (LFP) a small article appears with the headlines:

**AUTO FACTORY TO EMPLOY 3,000 MEN**

Works Will Be Located On Hale Street

START BUILDING SOON

Will Assemble Cars at Temporary Plant

The ambitious dream of William Riley Stansell (1881-1961) was to manufacture 'Canada's Quality Car' named the "London Six". Stansell's dream included a large automotive factory and working community to be called Motor Park, located on the eastern edge of London along the GTR lines. Initially, the vehicles would be assembled at their downtown property near the southeast corner of King and Ridout streets. Stansell confidently expected that six to ten cars a day could be turned out at the temporary plant and then double that number once the Hale Street factory was constructed and operating. The King Street building would then become the sales and service departments. To be close to his proposed factory, the Stansell family rented a home on the west side of Hale Street, in the block between Burslem and Dundas streets. In 1921, it would appear to the average citizen that London was becoming an automotive centre. The Ford Assembly plant had opened in 1915 on the northwest corner of Waterloo and Pall Mall, Barton & Rumble were producing trucks in their plant on Hamilton Road just west of Egerton Street, and a new Ruggles Motor Truck factory was nearing completion on Dundas Street at McCormick Blvd. In the newspapers of the day, Mr. Stansell appealed to civic pride when boldly claiming: "London will be one of the foremost manufacturing centers of Canada in the near future." Always the dreamer, he stated that his only worry was that it may be impossible for the plant to

expand quickly enough to meet the demand for a truly Canadian built car that he had designed and engineered. Post war optimism for a bright future was evident.



A view of London Motors Ltd., where the "London Six" would be assembled.

THE FREE PRESS, LONDON, ONTARIO, SATURDAY, FEBRUARY 5, 1921.

**Property Of London Motors Limited On King Street**

**SEE**  
THE MONSTER  
PAINTINGS  
OF THE CITY OF  
LONDON  
AND OF MOTOR PARK.

**Opening Tonight  
At 7 o'Clock**

**The Sale of**

**MOTOR  
PARK**

ADJOINING  
THE SITE OF  
LONDON MOTORS, LTD.  
ON HALF STREET

**Residential and  
Business Lots**

**REASONABLE PRICES—VERY EASY PAYMENTS**

**JUST A WORD ABOUT**  
**The London Land and Development Co.**  
DEVELOPERS OF MOTOR PARK.

The business of this concern is founded on absolute reliability, faithfulness to the interest of its clients and sound business judgment, which means profits to investors. The London Land and Development Company fully realizes that the satisfaction of each and every one of its clients is the only foundation upon which to build lasting success. It upholds the best friendship and complete confidence of all its investors, together with their business. The London Land and Development Company is at YOUR service at all times.

**OPPORTUNITY  
DON'T WAIT!  
Why Should You?**

**THE LONDON LAND & DEVELOPMENT CO.**  
206 DUNDAS STREET -- LONDON, CANADA

**OR ANY OF THE FOLLOWING AUTHORIZED SELLING AGENTS:**

**HENWICK & CO., 26 Dundas Street,  
Real Estate, Phone 3678.**

**HUGH DAY, Bank of Commerce Building,  
Real Estate, Phone 751.**

**T. L. CARNEY, Haven & Erie Building,  
Real Estate, Phone 272.**

**GEORGE COLBERT, 418 Talbot Street,  
Real Estate.**

**FAULDS & CO., 59 Dundas Street, Real Estate  
Phone 611.**

**FOR EXPERT OPINION ON THIS PROPERTY PHONE OR SEE**  
**SAMUEL WILLES, Appraiser and Contractor, 745 Talbot Street, Phone 2375.**  
**ANDREW ROSSON, Contractor and Builder, 280 Oxford Street, Phone 3604.**

**Our Auto  
Are  
All Year  
Service**

**Phone Us  
and  
an Auto  
Will  
Call for  
You**

**Our Creed—**

**Our Vows—**

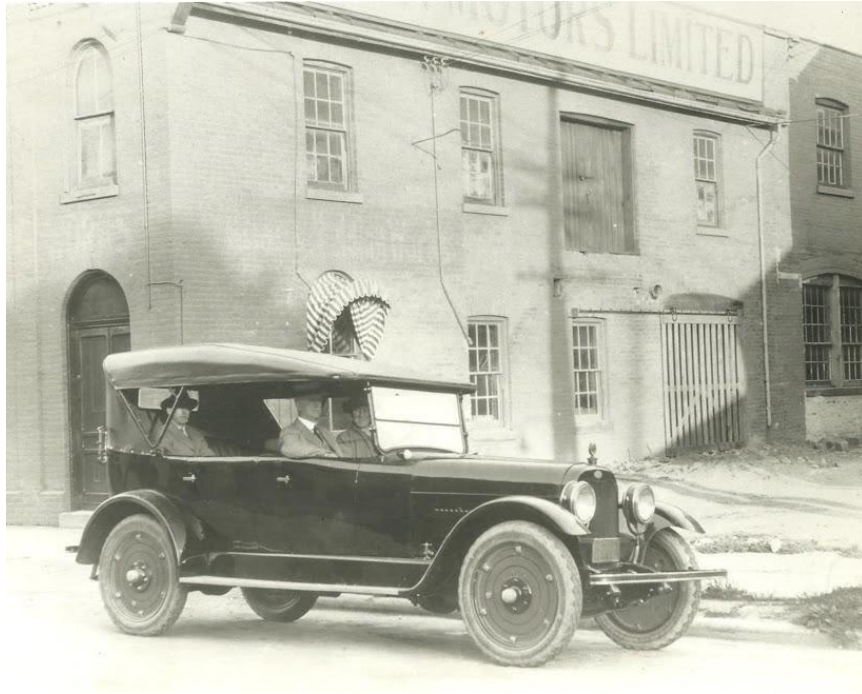
February 4, 1921 London Free Press advertisement for Motor Park--Residential and Business Lots. Situation: Immediately adjoining the site of London Motors Ltd. Hale Street and GTR Main Line

By the end of February, Stansell announced, in a very flattering advertisement, the men who would help steer the company. Howard Soper, 1st Vice President & Secretary; George Pinner, 2nd Vice President; Samuel

Willis, 3rd Vice President; Charles E. Jarman, Treasurer; T. H. Griffith and W. J. H. Bartliff as directors. With these men working alongside him, Stansell optimistically dreamed of the "London Six" as Canada's Quality Car dominating the automotive field in Canada. No doubt, the patriotic advertisements were meant to instill a sense of pride in the buying public:

**--Canadian Brains--Canadian Money--Canadian Labor--These are responsible for the "London Six"**

On May 23, 1921, LFP reported: "London Motors Ltd., on Friday afternoon made the first demonstration of their new six-cylinder car, the "London Six" with unqualified success. Nearly a dozen enthusiasts participated in the first drive on invitation of W. R. Stansell, founder of London Motors Limited, who himself took the wheel for the occasion. The streets adjacent to the plant were first toured and then the car was turned east on Dundas Street and south on Hale. The car displayed easy riding qualities that should make it distinctly popular."



*On August 18, 1921, The London Advertiser published a similar photograph with the caption: Canada's Newest Car-- London Six Mr. and Mrs. Cole of Halifax, purchasers of first "London Six" made by London Motors, Limited, starting on 1900-mile trip home. Photo source: Western University Archives.*

Throughout the summer and fall of 1921, various newspaper advertisements and articles confirmed London Six was a quality car, and every model was designed by Stansell and assembled in the King Street plant under his direct supervision, using quality components. The bodies for the various models were built and painted in the King Street plant and met his exact standards of stability, utility and beauty. During the 1921 Western Fair a London Six sedan finished in 'Levaine Brown' was on display in the Automobile Building, while in the Machinery Building the buffed aluminum body job on the Touring Car demonstrated the high grade of material being used to produce that vehicle.

In January and February of 1922, advertisements continued to appear in local newspapers, and on February 4, 1922 LFP reported 'that only a few months ago...London Motors Ltd was merely in the initial stages of organization. Today a great many of these cars have been sold and orders for more are being received daily. London's own car, The London Six, is speeding out over the whole country, telling of the quality of London workmanship and the genius of London brains. These were flattering, confident, optimistic words indeed. Since it is now believed that no more than 98 "London Six" cars were ever produced, it is difficult to determine

the validity of the newspaper article. The Supreme Touring model was on display at the London Motor Show held at the Armories in mid-February 1922.

THE LONDON ADVERTISER, LONDON, ONTARIO, SATURDAY, FEBRUARY 4, 1922

# EXHIBITED AT MOTOR SHOW--



LONDON SIX "STANDARD TOURING" MODEL.

**I**N the London Six you will find all the qualities combined to make a "Perfect Car."

Canada has long deserved such a car as The "London Six." In many lines of manufacturing she has asked odds of no other country, but when it came to Automobiles she had to rely on her sister nation to the south. Her cities demanded a car that could take its place among the aristocrats of motordom, and vie with their best in lines of beauty. Her vast prairies and her rugged mountains called for a car that could consistently and quietly, and day after day, meet every difficulty of hightroad and hill.

The "London Six," built in Canada, for Canada, is the answer to Canada's demand! Canadian brains conceived it, Canadian money is backing it, and Canadian workmen are building it.

It is a Canadian worthy of its citizenship--one that will with safety and dignity uphold Canada's reputation and carry to the farthest-flung corners of the British Empire a new conception of Canadian craftsmanship.

W. R. STANSELL.



W. R. STANSELL,  
Designer and Chief Engineer,  
and the man responsible for the  
successful design of the  
"London Six" who is also  
responsible for the  
successful operation of London  
Motors Limited during  
the past year of its  
history.

## A Most Unique Four-Season Car

In W. R. Stansell's New Design, the "Supreme Touring" Model of the London Six we find the most practical Four-Season Car ever built. This model is the essence of all that can be desired in a real practical car. Automobile buyers have been waiting for years for just such a car, because it possesses qualities impossible to find in the ordinary Standard Touring, no matter how high-priced the car might be. This is your opportunity to buy Sedan Comfort in the Most Reasonable Priced Semi-Open Car ever built.

Don't look at this car at the Motor Show next week unless you're prepared to buy, for it will certainly give you the fever if you never had it before. This Model decidedly deserves its title, "Supreme Touring," for it is SUPREME, and will be a chief attraction at the Motor Show.



LONDON SIX "SUPREME TOURING" MODEL.

You are invited to visit our plant any day next week. Be sure to take advantage of this opportunity. It will certainly be interesting to see these cars under construction.

# LONDON MOTORS, LIMITED

69 KING STREET . . . . . LONDON, CANADA

*This full-page advertisement ran in the February 4, 1922 London Advertiser*

But some cracks were starting to show in the optimistic forecast for the company. Both the London Free Press and the London Advertiser ran reports about the Annual Meeting of Company Shareholders held February 21, 1922, in which the dissatisfaction among shareholders was evident. Questioning the validity of the Balance Sheet one shareholder, Urban A. Buchner, said the 'valuations placed upon real estate and plant was "horribly problematical" and that the items for designs, plans and inventory values were too high'. When Mr. Buchner questioned the market for this type of vehicle, Stansell answered: 'Why, any citizen who would get up and inquire about a market for a Canadian product should not be a London citizen or even a citizen of Canada.' It seems Mr. Stansell attacked the messenger but didn't answer the question.

Another meeting was called, this time by a group of concerned stockholders, led by local lawyer Urban A. Buchner, on March 16, 1922, in hopes that more answers would be forthcoming from Stansell. The stockholders questioned Mr. Stansell on exactly how many cars had been made to present to which he replied: "We have 18 cars either made or under construction." From the report in the LFP it appears that many stockholders questioned the viability of this company and many were worried they would not get their money back. Mr. Stansell countered that they have secured the backing of an American bank and a

representative told the gathered crowd that his banking firm had been so impressed with the opportunity of London Motors Limited that, after investigation, they were prepared to finance it. By the end of the meeting, W. R. Stansell had the approval of a majority of stockholders.

Another account of an unhappy investor can be found in the article "William Stansell, Lorne Arcscott and the London Six...A Tale of Unfulfilled Promises" by Harry J. Lerner, PhD as printed in the Old Autos edition of August 17, 2020. Here, through a series of letters exchanged between Mr. Stansell and Mr. Arcscott, we learn of the frustrations and dissatisfactions of stockholders about perceived misrepresentations when dealing with London Motors in general and Mr. Stansell in particular.

After the low point of dealing with disgruntled stockholders, came a high-point in the story of London Six. During the April 1922 visit of Governor-General Lord Byng, London Sixes conveyed the party to the future site of Western University for a sod turning ceremony.

*"London Sixes" Conveying Governor-General and Party On Recent Visit To London*



ARRIVAL AT WESTERN UNIVERSITY SITE



**Card of Thanks**

We take this opportunity of thanking the various owners of London Six Cars who so very kindly placed these cars at the disposal of this company to enable us to accommodate Lord and Lady Byng and their party upon their visit to this city, that their transportation might be conducted with safety, comfort

In the London Advertiser edition of April 22, 1922, London Motors ran a 'Card of Thanks' advertisement which included this photo and two additional photos of the Governor-General and party, while on their visit to London earlier that week. In all three photographs, as above, the London Sixes were prominently featured. We can see the distinctive wooden disc wheels of the cars. At top right is an example of a London Six badge, which was attached to the front of each vehicle produced. This was 'product placement' 1920's style, and Lady Evelyn Byng commented in the April 17, 1922 LFP that the London Six was "the most comfortable that she had ever ridden in". To accommodate this motorcade, along with some factory models, Stansell also had to gather some London Sixes owned by private citizens. Stansell thanked John A. Nash, jeweler, for lending his blue-black sedan, which carried Lord Byng. Thanks also went to Bert Brooks, London East Meat Merchant, for the loan of his large brown sedan, and to Mr. Melvin of London East and Mr. Conley of London West, for lending their London Sixes on this special occasion. This had been an advertising coup for William Stansell, as the car itself was its greatest advertisement.

Throughout 1922, production seems to have continued in the factory at 67-73 King Street and in September, a new model, The London Six Special Roadster was 'the auto sensation of the Fair'. According to a London Free Press advertisement this London Six had a Herschell-Spillman six cylinder engine, a Reyfield carburetor and Alemite pressure lubrication. It is difficult to determine how many of each model London Sixes were produced and none of these vehicles are known to exist at present day.



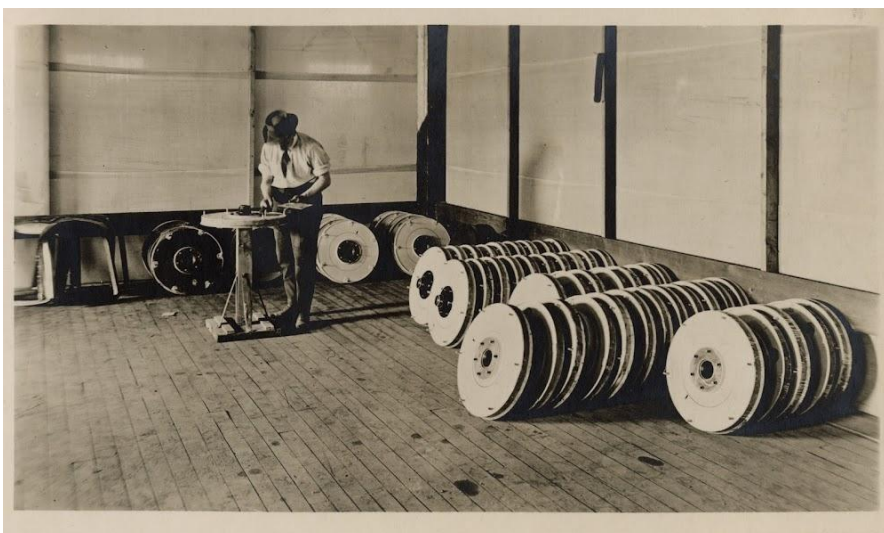
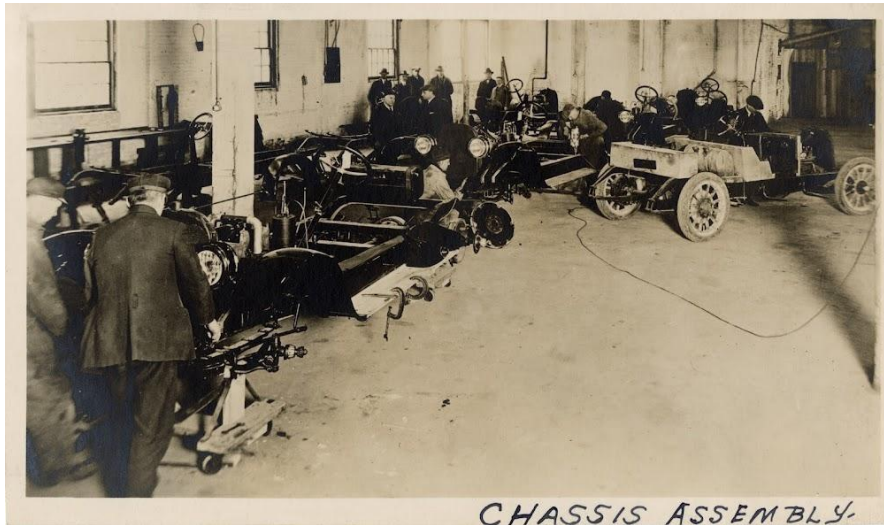
September 16, 1922 London Free Press

In his article "Dreaming of What Might Be: William Stansell, London Motors and the London Six, 1921-1926" Dr. Douglas Leighton recounts..."to the modern eye, the processes used to produce London Sixes appear to be London Motors' weakest point. The interior of the building appears to be low-ceilinged, ill-lit and shabby. There is no evidence of modern automobile production: no assembly lines, no overhead parts lines, no modern equipment. Chassis and bodies were moved about the shop on rollers to workers in various 'departments' until the car was nearly complete and rolling on its own wheels. London Motors, in short, practiced the hand-built or craft method of production rather than modern assembly techniques. Such methods were already obsolete, reflecting the industrial landscape of the late 19th century rather than that of the 20th."

The following six photographs, from Western University Archives, London Motors and Stansell Family Fonds, illustrate the production methods employed by London Motors in 1922.









For the remainder of 1922 no advertisements are published in the local newspapers. While other manufacturers advertise in the Saturday 'Motor Section', it appears London Motors has either stopped production or stopped advertising. In February 1923 there is a small advertisement that the Supreme Touring and Supreme Roadster will be on display at the annual motor show, but the tone of this ad has changed. Gone are the wild-eyed optimism or boastful claims. It merely states that 'To be loyal to Canada means to be loyal to her industries'. Every London Six purchased speaks progress for Canada and the Empire. In June 1923, LFP reported on the shareholders meeting with a 2 sentence report. It reads in part: 'W. R. Stansell was returned as president and the shareholders agreed to give their support to any move that will improve the financial condition of the company and assist in making it a more thriving concern.' In just over two years London Motors Limited was struggling in the harsh economic times of the early 1920's. The post-war recession combined with outdated manufacturing practices were taking their toll. In the summer of 1923, desperate and unscrupulous practices were being used to entice new investors, and a September 23rd LFP article recounts that stock agent Lewis along with W. R. Stansell visited 95 year old Warwick Township farmer, Robert Wilkinson, and induced him into turning over a \$5000 Victory Bond by false promises. A court injunction stopped London Motors from negotiating the bond, and during the hearing Justice Fisher stated, "If this company is not able to exist without the aid of money secured as the bond and checks were alleged to have been secured in this transaction and not denied, it then seems to me the shareholders would be considering their best interests by holding an investigation of the methods adopted in selling its shares." More bad news followed on December 3, 1923 when the LFP reported:

# LONDON MOTORS SEIZED BY CITY

Property and Goods May Be Sold  
To Meet Payment of Civic  
Taxes.

MANAGER STANSELL SAYS  
SALE WILL BE AVERTED

Firm Negotiating Now For  
Amalgamation With Another  
Auto Firm.

The sale of the King Street property was averted four days later when stockholder Joseph Wonch advanced the \$1400 that was owed as back taxes for 1922. Stansell stated the company would try to either reorganize or amalgamate with an American automobile manufacturing company. During the early months of 1924, London Motors made headlines as two lawsuits by small investors played out in the courts. In both cases, London Motors was ordered to pay back all money received. The collapse of London Motors Limited came within the next year and it appears no cars were produced after 1922.

Although William Stansell did design and produce a quality automobile, the economic climate of the early 1920's played against him. Stansell was not alone, and by 1926, London Motors Limited, Ruggles Motor Trucks, and Barton & Rumble had all ceased operations in London.



*London Six pictured in Victoria Park, 1922. Source: Western University Archives*

## Editor's Note

Once again I'd like to give a big thank you to the contributing authors of all the wonderful articles in this newsletter.

Regarding Cindy's suggestion in "A Word From The President" about the traditional November "Show and Tell", I think it's a wonderful idea and I have no problem putting all the submissions in a "newsletter" type format and distributing it to everyone as a separate entity from the Winter Newsletter but only in an email format. The date of our 'Show and Tell' this year would have been Nov. 17, 2021 so if I can have everyone submit by Nov. 1, 2021 I'll distribute our 2021 "Show and Tell" email on Nov. 17, 2021.

The Winter Newsletter publishes Dec. 15, 2021 so articles for it need to be to me for Dec. 1, 2021. As always please provide photos in a .jpg format.

Cheers!

Sandy McRae