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Women Drivers in Pre-World War I London

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The automobile article in the 2014 issue of *The London and Middlesex Historian* mentions Anna Shaw-Wood who was the first woman in the London area, to drive and own an automobile.¹ As noted in “The Pioneer Phase of Automobiles in London and Area,” the only surviving daughter of Richard Shaw-Wood of “Woodholme,” then in London Township, got to drive his Locomobile steamer, believed to have been purchased in Toronto in 1901. Then, in July 1902, Anna purchased her own automobile, likely as a gift from her doting father, for “over \$1,000.”² Unfortunately, no mention is made of the make of the automobile or whether it was steam, electric or gasoline powered. One suspects, however, that it was an electric vehicle owing to the fact that it did not need to be cranked.

The earliest known photo of a woman in an automobile in the London area is that of Bertha Williams, about 28 years old, in 1905. She, her husband James, and their two children were living in St. Thomas by 1901.³ In the photograph below, Bertha is seen sitting on the driver’s side, somewhere along Hamilton Road, while a tire is being repaired. Blown tires were a common occurrence at the time.



Bertha Williams patiently waits for the tire to be repaired. The rubber permit at the rear of the vehicle is # 2858. Note the windmill tower in the background behind the car. C.W. Ellis Fond, Elgin County Archives.

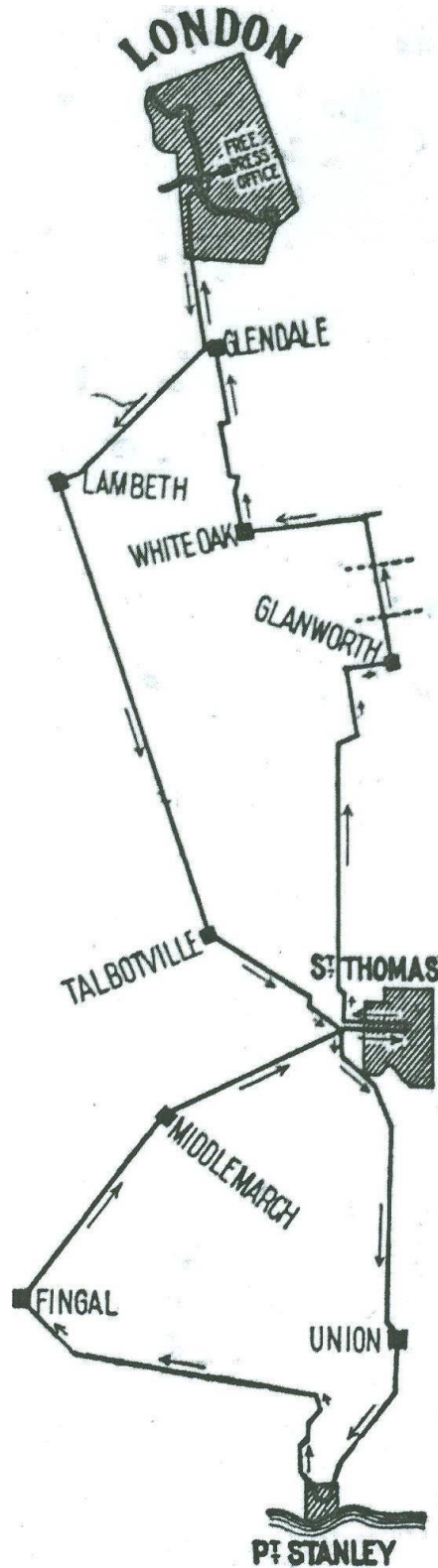
It was events in the United States, such as the “affiliation tour” organized by the Wolverine Automobile Club of Detroit, which led *The London Free Press* to sponsor the Forest City’s first “Sociability Run.” The London event proved to be “unique in automobile circles in Ontario.” As for the “affiliation tour” the non-competitive pleasure trip, in which the drivers would in many cases “be accompanied by their wives and children,” was held around Lake Erie, via Toledo, Cleveland, Buffalo, Toronto, Hamilton, London and Port Huron, beginning on June 22, 1911.⁴ In this respect it was reminiscent of the June trip by three couples from Cleveland who spent the night of June 24th-25th in London and returned home by way of Sarnia, Detroit and Toledo.⁵

As for London’s sociability run, it was to be held on Wednesday, June 7th and was for car owners and dealers in “Western Ontario” over a specific route from London to Port Stanley and back.⁶

Like the tour organized by the Wolverine Automobile Club of Detroit in May, the sociability tour strictly forbade racing.⁷

Each local automobile dealer signed up as many car owners as possible who drove the make of automobile sold by that dealer. The car driven by the dealer who had the “greatest number of cars for which he is representative in the run” was to receive a half page of free advertising in *The London Free Press*. As each car had to be driven by its owner the lists the day before and the day after the event provide us with the names of various females who both drove and owned automobiles.⁸

The known names of the women who owned their own automobile and signed up for the run were: Miss Armstrong, Mrs. J.C. Beemer, Mrs. George H. Belton, Mrs. C.E. Bernard, Miss Frances Burgess, Mrs. M.G. Hueston, Mrs. W.E. Robinson and Miss Cecilia McTaggart, all apparently of London.⁹



Route of the Sociability Run, June 7, 1911
London Free Press, 3 June 1911, 14:3-7.

Given that it was a single woman, Isabel C. Armstrong, who wrote an article for the 1914 Christmas issue of *The Echo*, a London weekly, entitled "My Lady of the Car," it is believed that she was most probably the "Miss Armstrong" in question. In 1911 Isabel, age 32, was living at the Y.W.C.A. boarding home on the southeast corner of Wellington Street and Princess Avenue. The home was overseen by the superintendent Margaret Clerihew, widow of George W. Clerihew. Two years earlier, Isabel C. Armstrong was listed in the *London City Directory* as editor of *The Echo*.¹⁰ While she had signed up for the sociability run, "Miss Armstrong's" name does not appear on the list of those who made the run. Perhaps she was one of those who chose not to proceed owing to the threatening weather on the afternoon of June 7th or, perhaps Miss Armstrong, decided it would be better if she did not partake in an event sponsored by a rival newspaper.¹¹

By 1911, John Charlton Beemer, age 34, sold Chalmers and Maxwell automobiles on the north side of Carling Street, two doors west of Richmond.¹² In 1902 or 1903 he had been James C. Duffield's chauffeur. Previously, Beemer had "worked in the early days of the automobile production era in Detroit and Lansing, Michigan, with R.E. Olds, manufacturer of the Oldsmobile..."¹³ Adora, "Mrs. J.C. Beemer," 33 years old at the time of the sociability run, was the daughter of Alex Peter and Sarah Cockburne of Strathroy. Adora and John were married in Strathroy in 1903 and lived on the north side of Princess Avenue, two doors east of Waterloo¹⁴

John had had the honour of driving the pilot car, "a sturdy little Galt," in the run. Accompanying him were Herman A. Kompass, secretary of the event and advertising manager of *The London Free Press*, and Henry Leddon of the Galt Motor Company.¹⁵

While Adora did not win the special prize of an automobile bonnet for the "lady driver coming nearest to secret time," her husband, John, driving the pilot car, won first prize for the dealer coming nearest to the secret time, with a time of 3 hours, 52 minutes and 30 seconds.



J.C. Beemer, driver, and H.P. Kompass, secretary of the run, in the front seat, with H. Leddon, of the Galt Motor Company in the rear seat. *London Free Press*, June 8, 1911, 1-4-6.

It was William A. Hall, with a time of only 20 seconds less than the secret time of 4 hours, 2 minutes and 40 second who won first prize and the silver trophy. Hall lived on Lorne Avenue and was a driver for the Dominion Express Co. on Richmond Street.¹⁶

George Harrison Belton, age 55, was a lumber dealer on the west side Rectory just north of the Grand Trunk Railway (now the CN) tracks. Alice T., "Mrs. George H. Belton," age 43, was the daughter of John and Margaret Ann Croden of London. The Beltons were living on the northeast corner of Central Avenue and Wellington Street. They had married in London in 1893.¹⁷

Charles Edward Bernard had obtained a one-third share of his first automobile with Fred Darch and Clarence Reid in the summer of 1903. By 1911 he was selling Fords, Hudsons and Reos at his garage on the west side of Wellington Street, two doors south of Dundas. Nancy, "Mrs. C.E. Bernard," age 31, and "Eddie," age 35, lived in the West Court Alexandra Apartments on the southeast corner of Queen's Avenue. and Wellington Street.¹⁸

On the day of the run, Nancy Bernard chose to ride with her husband and another couple. Whether she took a turn behind the wheel is not known. Eddie, with 16 Ford cars in the run, won the special prize "for dealer with the greatest number of cars of the make he represents."¹⁹

“Miss Frances Burgess” appears to be the daughter of H. Frank and Margaret Burgess who lived on the north side of Dundas Street, between English and Ontario as on the day of the run she was accompanied by “H.F. Burgess, Max McEvoy, [and] Ralph O’Neil.” While the Burgess family is not to be found on the 1911 Canada census for the entire province of Ontario, it is on the 1901 Canada census for London. Frances would have been 18 years old at the time of the run.²⁰

Edith, “Mrs. M.G. Hueston,” age 30 at the time of the sociability run, was the former Edith Jane Knapton of Detroit, daughter of Charles and Amelia Ann (McArthur) Knapton. In 1902, in Windsor, Ontario she married Melville Gordon Hueston, then a dentist in Detroit. By 1911, the Huestons had moved to London and “Mel,” age 31, was in partnership with his father Robert and brother William R. in R. Hueston & Sons which operated liveries and a garage. R. Hueston & Sons were the London agents for the E.M.F. and Flanders cars. The Hueston garage was on the west side of Richmond Street, between Fullarton and Maple (now Dufferin Avenue). Mel and Edith lived on the south side of King Street, between Wellington and Waterloo.²¹

Mel played a leading role in both the affiliation tour and the sociability run. The Wolverine Automobile Club, of Detroit had contacted him to invite “car owners of London to participate in the affiliation tour of the club” scheduled to “leave Detroit June 22 for a circular trip around Lake Erie.”²² On Monday, May 29th he “piloted” the “Pathfinding Car of the London Free Press Sociability Run” over the route from London to Port Stanley and return. With him “was the committee appointed to choose the route and set the secret time.”²³ It was reported that Hueston stated “that the roads are in splendid condition, and that everything would indicate that no better route for a run of 50 miles or so could have been chosen.”²⁴

Twenty-nine-year-old Hectorene, “Mrs. W.E. Robinson,” was the “lady driver” with the time closest to the secret time. She drove the route in 3 hours, 52 minutes and 30 seconds and was awarded an automobile bonnet. Hectorene and her

husband, William E., lived on the north side of St. James Street, between Alma and Wellington.²⁵

The seventh and last of the known women drivers and car owners who entered the sociability run was Cecilia McTaggart, age 22. She lived with her mother, Josephine McTaggart and maternal grandmother, Jane Spencer, on the northwest corner of Queen’s Avenue and William Street, immediately east of James C. Duffield and in one of the most fashionable residential parts of London. Jane was the widow of William Spencer, one of 16 oil refiners, mainly from London, who in 1880 founded the Imperial Oil Company.²⁶

In addition to these seven women we also know that Caroline Hunt and her sister-in-law, May Hunt owned their own automobiles, probably before the end of 1912. Caroline’s husband was John L.A. Hunt and May’s was his brother Charles B. Hunt, sons of the late Charles Hunt. The electric automobiles in question were manufactured by the Tate Electric Ltd. of Walkerville, Ontario, and were likely purchased between 1912 and early 1915 when the company was in existence.²⁷

It was in February 1912 that London’s first annual automobile show was held. A pitch was made to women by the mention of “electric broughams” on display “for the ladies” and the following sketch.²⁸



It would appear that, in the late spring or early summer of 1914 the photographer, Edgar J. Sanders, whose studio was on the west side of Richmond Street, south of Dundas, took a number of posed photographs at Victoria Park of women with their automobiles. Many of these women and their cars were depicted in the two-page article, "My Lady of the Car," written by the aforesaid Isabel C. Armstrong.²⁹

The first photo in the article was that of Beatrice Brown, age 27, daughter of Arthur and Anna Belle (Walker) King of Stratford. Her husband, W. Randle Brown, was the owner of The Brown Optical Co., on the south side of Dundas Street between Clarence and Wellington.³⁰ Many London history enthusiasts are familiar with the advertisement for the Brown Optical Co. on the spine of *London City Directories* of the 1930s and '40s. Randle was one of 12 passengers in **one** of the vehicles in the sociability run of the previous year.³¹ Beatrice and Randle were married in Stratford in 1909. She was described as "London's first girl to take up motoring." If so, Beatrice must have had some 10 years experience behind the wheel.³²



Mrs. W. Randle Brown in her 1914 Franklin, possibly a Model M-Series 5 Touring.

The second photo in the article is that of 33-year-old Maud, "Mrs. Jack Smallman," in her new, tawny-coloured Chalmers Roadster and wearing her leopard motor coat. She had purchased her first automobile some three years earlier.

Maud Hamilton Smallman, formerly of Hamilton, was the daughter of Robert and Selina Fraser (Hamilton) Prince and maternal granddaughter of the late James Hamilton, the former cashier (manager) of the Bank of Upper Canada branch in London and well-known "Sunday painter."³³ Maud had married John Elton Smallman in Niagara Falls, Ontario in 1900.

John E. "Jack" Smallman was the only son of Thomas H. Smallman, one of London's wealthy industrialists. By 1914, Jack was a director of Smallman & Ingram, the large department store on the southwest corner of Dundas and Richmond streets. The president of the store was his life-long bachelor uncle John B. Smallman.³⁴

Five years earlier, in 1909, Jack and Maude were on board the *HMS Republic*, which steamed out of New York Harbor, for a scheduled Mediterranean cruise and to visit Jack's sister in Cairo, Egypt. In the early morning hours of January 23rd, however, this palatial and "unsinkable" White Star Liner passenger ship collided with the in-bound immigrant ship *SS Florida* in a dense fog off the New England coast. Three lives were lost from each vessel as a result of the collision but all the rest of those on board the *Republic*, including the Smallmans, were saved. The *Republic* sank while in tow the next day.³⁵

"Unsinkable" Maude, "Mrs. Jack Smallman" was one of three passengers in the automobile driven by James Kerrigan in the Sociability Run of June 1911.³⁶



Mrs. Jack Smallman in her tawny-coloured Chalmers Roadster.

Seated in her navy blue McLaughlin-Buick, in front of the Boer War Memorial is 38-year-old Eva McKillop. Her husband, James Black McKillop, of the legal firm of McKillop Murphy & Gunn, was the county crown attorney.³⁷ Eva Nancy Roblin, daughter of Roderick S. and Phoebe Jane “Jennie” (Allison) Robin married James McKillop in 1903.³⁸



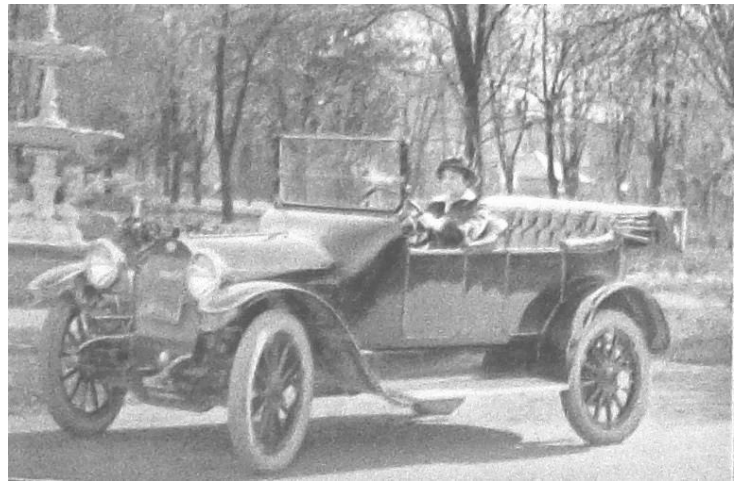
Mrs. James B. McKillop in her McLaughlin-Buick.

The fourth photo in the December 1914 article is that of Shirley L. Thompson, age 37. Her husband was the eye, ear, nose and throat specialist, Dr. Septimus Thompson. His office was on the west side of Park Avenue (Clarence Street), two doors north of Dundas, while the family residence was on the east side of Park, immediately north of Hyman Hall on the northeast corner of Park and Queen’s avenues. Shirley Louise Grist, daughter of Charles and Fanny B. (Kittridge) Grist of Strathroy, had married Septimus in 1907.³⁹ While the make of her car was not mentioned, we do know that she was known to take “long trips into the country with it.”



Mrs. Septimus Thompson and her automobile.

In the next photo Barbara Brown sits at the wheel of her Page, Detroit. She is posed in front of the three-tiered fountain executed by John R. Peel, father of the artist Paul Peel. To date, nothing further is known of her.



Miss Barbara Brown in her Page, Detroit.

Twenty-year-old Jean Waugh is seen below in her father’s five-passenger Oakland. Her parents were Dr. William E. and Marion Waugh. Jean chauffeured her dad on his rounds to make house calls to patients. The Waughs lived at the southwest corner of Talbot and Kent streets.⁴⁰



Miss Jean Waugh in her father’s five-passenger Oakland.

The seventh photograph in the Christmas issue of the *Echo* is that of Ada Drake, age 32, in an Overland coupe, positioned in front of the three guns which saw battle during the Crimean War. Ada and her husband, Dr. Frederick P. Drake, lived on the northwest corner of Wellington and King streets.⁴¹ Ada was the daughter of Theodore and Ada (Kibbee) Wright of Port Huron, Michigan. She and the widower, Dr. Frederick Phineas Drake, were married there in 1902.⁴²



Mrs. F.P. Drake in her Overland coupe.

Twenty-four year old Dorothy Reid is believed to be behind the wheel in the photo below. If so, the passenger may have been her mother, Mary E. Reid, whose husband was George M. Reid. George was the head of Reid Bros. & Co., manufacturers of stationary, on the west side of Clarence Street, between King and Dundas. The Reids lived on the north side of Central Avenue, two doors west of Wellington.⁴³ Dorothy was a common sight behind the wheel on London's streets and, in 1914, joined other members of the "summer colony" in Port Stanley.⁴⁴ It is believed that her Packard was a 1913 touring model.



Miss Dorothy Reid in her Packard.

The ninth photograph in Isabel Armstrong's article shows Meta Macbeth, age 34. She is described as the "first girl in London to take out a license to drive a car." Meta is also the first woman in this article whose name appears in the *City of London Directory for 1915*. Her parents were George M. and Emma Macbeth. George was a younger brother of Judge T. Talbot Macbeth. As for Meta, she was living with her uncle and aunt, Dr. James S. and Mary G. Niven. Dr. Niven's office and residence was at the northwest corner of Colborne and Dundas streets.⁴⁵



Miss Meta Macbeth.

The last photo in Armstrong's article is that of 29-year-old Floy Lawson behind the wheel of her Oakland.

Like Meta Macbeth, Floy's name also appears in the 1915 directory. She was living with her widowed mother, Lorena (Hodgins) Lawson on the south side of Cheapside Street, two doors east of St. George. With them lived Floy's brother, F. Ray Lawson, his wife, the former Helen Newton whom he had married in 1909, and their three children. (They were to have two more.) Ray Lawson was manager of Lawson and Jones, printers, at the time and later would become lieutenant-governor of Ontario.

It is believed that the nephew, less than two years of age in the summer of 1914, standing beside his aunt Floy in the car is Frank C. Lawson and that the woman seated in the rear of the automobile is his mother Helen Lawson. Thomas F.G. "Tom" Lawson of "Woodholm," the youngest of the Lawson boys, would be born in 1915.⁴⁶

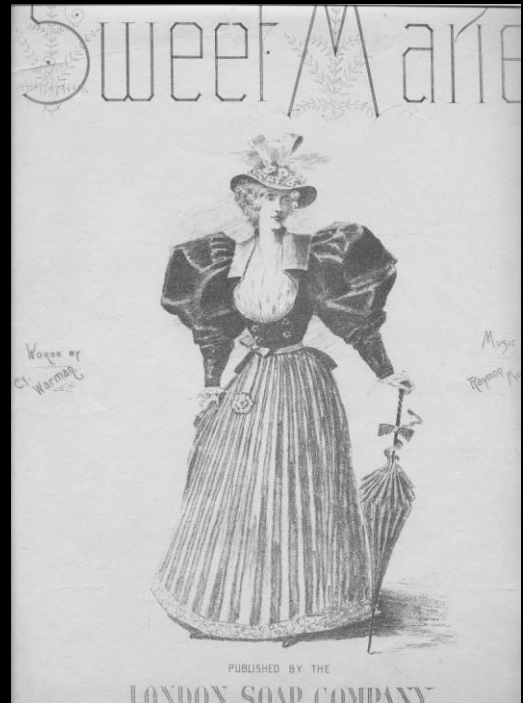
Armstrong notes that Floy had "covered many miles in the last few years" in her Oakland and that "her car has been dubbed the 'North End Bus,' owing to her habit of picking up the kiddies of her immediate neighborhood and taking them to kindergarten and home again." One could almost be certain that among these kindergarten pupils was Helen, eldest child of her brother, Ray.



Miss Floy Lawson with her nephew beside her.

Fun fact!

On the north side of Cheapside Street, at the northeast corner of Cheapside and St. George lived the Lawson's neighbor M. Marie Warman, the widow of Cy Warman. Marie was the inspiration for the popular 1890s song, "Sweet Marie."^a



London Public Library

In 1931 the Willard Chocolate Factory, Toronto, launched its signature chocolate bar, Sweet Marie (now made by Cadbury /Neilson's) which was inspired by the song.



Early Sweet Marie packaging, ebay.

The eleventh and last woman driver noted by Armstrong was Eula White in her Chalmers. At 20 years of age, she was the second youngest of the women mentioned and had just “joined the ranks of the motoring girls” in 1914. Unfortunately no accompanying photograph of her and her automobile had been provided. Eula was the daughter of Arthur W. and Carrie M. White. Arthur was vice-president and manager of Geo White & Sons Co. Ltd., manufacturers of engines, boilers and threshing machines. The White family lived in “Wortley Cottage” on the northwest corner of Wortley Road and Byron Avenue.⁴⁷ Eula, may have been the “Miss White” in the car driven by her uncle Frank White in the aforementioned Sociability Run.⁴⁸

While there were undoubtedly other women in London who owned or at least drove cars prior to the outbreak of World War I these are not yet known. One remaining woman may join the ranks of these early women drivers. The photograph below, dated 1914, was also taken in front of the Boer War Monument in Victoria Park, but obviously in the winter. It shows the unnamed wife of a banker.

This then concludes, to date, the identification of women drivers and their automobiles in London prior to the outbreak of the First World War.

In her article, Isabel C. Armstrong had sought to demonstrate that a woman driver would not endanger her matrimonial chances and that she had the “quality of nerves” to handle “a great, big, clumsy automobile” and not “lose her head at the critical moment.”

In this article I have not only attempted to document all women known to own and drive an automobile in London up to and including the summer of 1914 but also to give them some identity, where possible, beyond the conventional “Miss Jane Smith” or “Mrs. John Brown.”

A debt of gratitude is owed to Cindy Hartman for drawing my attention to the photograph of the banker’s wife, to Catherine McEwen for her insights into the Smallman family and to the staff of the London Room at the Central Library.



Banker’s wife. Public Library and Archives, Ottawa.

End Notes

- ¹ Dan Brock, “The Pioneer Phase of Automobiles in London and Area,” *The London and Middlesex Historian*, 23 (Autumn 2014), 13
- ² “Pioneer Phase of Automobiles,” 13
- ³ 1901 Census of Canada, Ontario, Elgin East, St. Thomas, sub dist. 8, p. 2
- ⁴ “Invite Londoners to Join in Tour,” *The London Free Press (LFP)*, 22 May 1911, 2:2; “Banner-Bedecked Pathfinding Car Goes Over Sociability Run Route,” *LFP*, 29 May 1911, 1:4-6
- ⁵ “Pioneer Phase of Automobiles,” 7
- ⁶ “Autoists Interested in Sociability Run,” 1:4-6
- ⁷ “Invite Londoners to Join in Tour”; “Autoists Interested in Sociability Run,” 1:6
- ⁸ “Autoists Interested in Sociability Run”; “Countryside Thronged as Long Parade of Cars Pass in First Sociability Run,” *LFP*, 8 June 1911, 1:4-6
- ⁹ “More than Eighty Cars Will Participate in the Sociability Tour of the Free Press,” *LFP*, 6 June 1911, 1:4-6; “Countryside Thronged as Long Parade of Cars Pass,” 10:5-6
- ¹⁰ *Vernon’s City of London Directory for the Years 1909-1910* (Hamilton & London, Henry Vernon, [1909]), 120, 145, 201, 551; 1911 Census, London, dist. 34, p. 11
- ¹¹ “Seventy Well-Filled Cars Start in Sociability Run,” *LFP*, 7 June 1911, 1:1. For example, *The London Advertiser* did not cover the run.
- ¹² 1911 Census of Canada, Ontario, London, dist 43, p. 9; *City of London Directory for the Year 1912*, 102; 28,169. See Maxwell and Chalmers advertisements, *LFP*, 3 Feb. 1912, 22
- ¹³ “Pioneer Phase of Automobiles,” 11-12, 20, n.19
- ¹⁴ 1911 Census of Canada, Ontario, London, dist 43, p. 9; Ontario Marriage Register (OMR), Beemer & Cockburne, # 012991; *City of London Directory for the Year 1912* (Hamilton & London, Henry Vernon & Son, [1912], 98, 169
- ¹⁵ “Countryside Thronged as Long Parade of Cars Pass,” 1-4-6; 10:5; *City of London Directory for the Year 1912*, 370; 1911 Census of Canada, Ontario, Galt, sub dist. 14, p. 1
- ¹⁶ “Countryside Thronged as Long Parade of Cars Pass,” 1:4-5; *City of London Directory for the Year 1912*, 249, 310
- ¹⁷ 1911 Census of Canada, Ontario, London, dist 22, p. 2; *City of London Directory for the Year 1912*, 30, 105, 170; OMR, Belton & Croden, # 007802
- ¹⁸ “Pioneer Phase of Automobiles,” 16-17; 1911 Census of Canada, Ontario, London, dist 2, p. 5; *City of London Directory for the Year 1912*, 112, 131, 172. See Reo, Ford and Hudson advertisements, *LFP*, 3 Feb. 1912, 24, 25
- ¹⁹ “Countryside Thronged as Long Parade of Cars Pass,” 1:5, 10:5
- ²⁰ “Countryside Thronged as Long Parade of Cars Pass,” 10:5; *City of London Directory for the Year 1912*, 46, 195; 1911 Census of Canada, Ontario, London, dist 13, p. 8

²¹ 1911 Census of Canada, Ontario, London, dist 18, p. 312; Ontario Birth Register, Edith Jane Knapton, # 018580; OMR, Hueston & Knapton, # 006559; *City of London Directory for the Year 1912*, 75, 110, 340-41; “Banner-Bedecked Pathfinding Car,” 1:4

²² “Invite Londoners to Join in Tour”

²³ “Banner-Bedecked Pathfinding Car,” 1:4; “Roads Fine for Auto Outing,” *LFP*, 31 May 1911, 12:4

²⁴ “Roads Fine”

²⁵ 1911 Census of Canada, Ontario, London, dist 15, p. 2; *City of London Directory for the Year 1912*, 115, 508; “First Annual Automobile Show,” *LFP*, 3 Feb. 1912, 21:3-4

²⁶ 1911 Census, London, dist 94, p.6; *City of London Directory for the Year 1912*, 100, 547; 1881 Census of Canada, 1881, Ontario, London, sub dist. 4, p. 47

²⁷ “Pioneer Phase of Automobiles,” 19

²⁸ “First Annual Automobile Show,” 21, 1-3. As a car body style the brougham originally had an outside seat in front for the chauffeur and an enclosed cabin behind for the passengers. In strict use of the term the rear end of the roof was sharply squared and the body line at the base of the front of the passenger enclosure was forward-curving as was characteristic of the nineteenth-century brougham carriage on which the car was based. By this time, 1912, the front of the body and the chauffeur were often deleted from the design, with controls placed inside for the owner to operate the vehicle.

²⁹ Isabel C. Armstrong, “My Lady of the Car,” *The Christmas Echo* (December 1914), 4-5.

³⁰ OMR, Brown & King, # 016900; 1911 Census, London, dist. 15, p. 18; *Vernon’s City of London Directory for the Year 1915* (Hamilton & London, Henry Vernon & Son, [1915]), 217

³¹ “Countryside Thronged as Long Parade of Cars Pass,” 10:6

³² As noted earlier, Anna Shaw-Wood, who then lived a few miles north of London, was driving her father’s Locomobile by 1901. By 1902, a few automobiles were owned by Londoners. “Pioneer Phase of Automobiles,” 11-13

³³ 1901 Census, London South, polling sub-division 9, p. 19; OMR, Smallman & Prince, # 016607. Catherine B. McEwen, *No Smiling Path* ([London, C.B. McEwen, 2004]), 57-61. The building which housed the Bank of Upper Canada and was the Hamilton residence still stands on the northwest corner of Ridout St. and Queens Ave.

³⁴ *City of London Directory for 1915*, 613; Michael Baker and Hilary Bates Neary, eds. *100 Fascinating Londoners* (Toronto, James Lorimer & Company Ltd., 2005), 39-40. A third John Smallman was connected also with Smallman & Ingram. John James Smallman, an assumed first cousin of Jack Smallman, was the son of Christopher Switzer Smallman and his wife Jessie. John J. was treasurer of business by 1914 and was married to Laura Beatrice, daughter of Arscott and Elizabeth Isaac of London. OMR, Smallman & Isaac, # 07990

³⁵ L.N. Bronson, “Deepsea hunts for treasure stir thoughts of ship’s sinking,” in “Looking Over Western Ontario,” *LFP*, 2 Sept. 1987, A13:1-3; see <http://www.rms-republic.com/index1.html/> (accessed 4 Sept. 2016). It was to be three years later that another “palatial and ‘unsinkable’ White Star Liner passenger ship” sank with far great disastrous consequences.

³⁶ “Countryside Thronged as Long Parade of Cars Pass,” 10:6

³⁷ 1911 Census, London, dist. 42, p. 3; *City of London Directory for 1915*, 472

³⁸ OMR Brown & Roblin, # 016900

³⁹ 1911 Census, London, dist. 12, p. 5; *City of London Directory for 1915*, 106, 651; OMR, Thompson & Grist, # 018990

⁴⁰ 1911 Census, London, dist. 11, p. 16; *City of London Directory for 1915*, 138, 678

⁴¹ 1911 Census, London, dist. 1, p. 101; *City of London Directory for 1915*, 148, 289

⁴² Return of Marriages in the County of St. Clair, Michigan, Drake & Wright, p. 251, # 6988

⁴³ 1911 Census, London, dist. 11, p. 201; *City of London Directory for 1915*, 33, 39, 570, 571

⁴⁴ Like today, many non-residents had cottages or summer homes in Port Stanley where they spent several days or weeks during the summer months.

⁴⁵ 1871 Census of Canada, Ontario, London, dist. 10, sub dist. F, ward 6, p. 63; 1911 Census, London, dist. 30, p. 8; *City of London Directory for 1915*, 40, 454, 526

⁴⁶ 1911 Census, London, dist. 21, p. 11; *City of London Directory for 1915*, 36, 432. 1921 Census of Canada, Ontario, London, dist 101, sub dist. 23, p. 2; Frank Chester Lawson, U.S. Department of Veterans Affairs BIRLS Death File, 1850-2010; Frank Lawson, U.S., Social Security Applications and Claims Index, 1936-2007, SSN 386094912. See also Bill Corfield, *The Lawsons of London* (Surrey, BC, Timberholme Books Ltd, 2001)

⁴⁷ 1911 Census, London, dist. 9, p. 17; *City of London Directory for 1915*, 157, 686, 687

⁴⁸ "Countryside Thronged as Long Parade of Cars Pass," 10:5

With the exception of photos marked, photos in this article are credited to Isabel C. Armstrong, "My Lady of the Car," *The Christmas Echo* (December 1914), photographer Edgar J. Sanders.