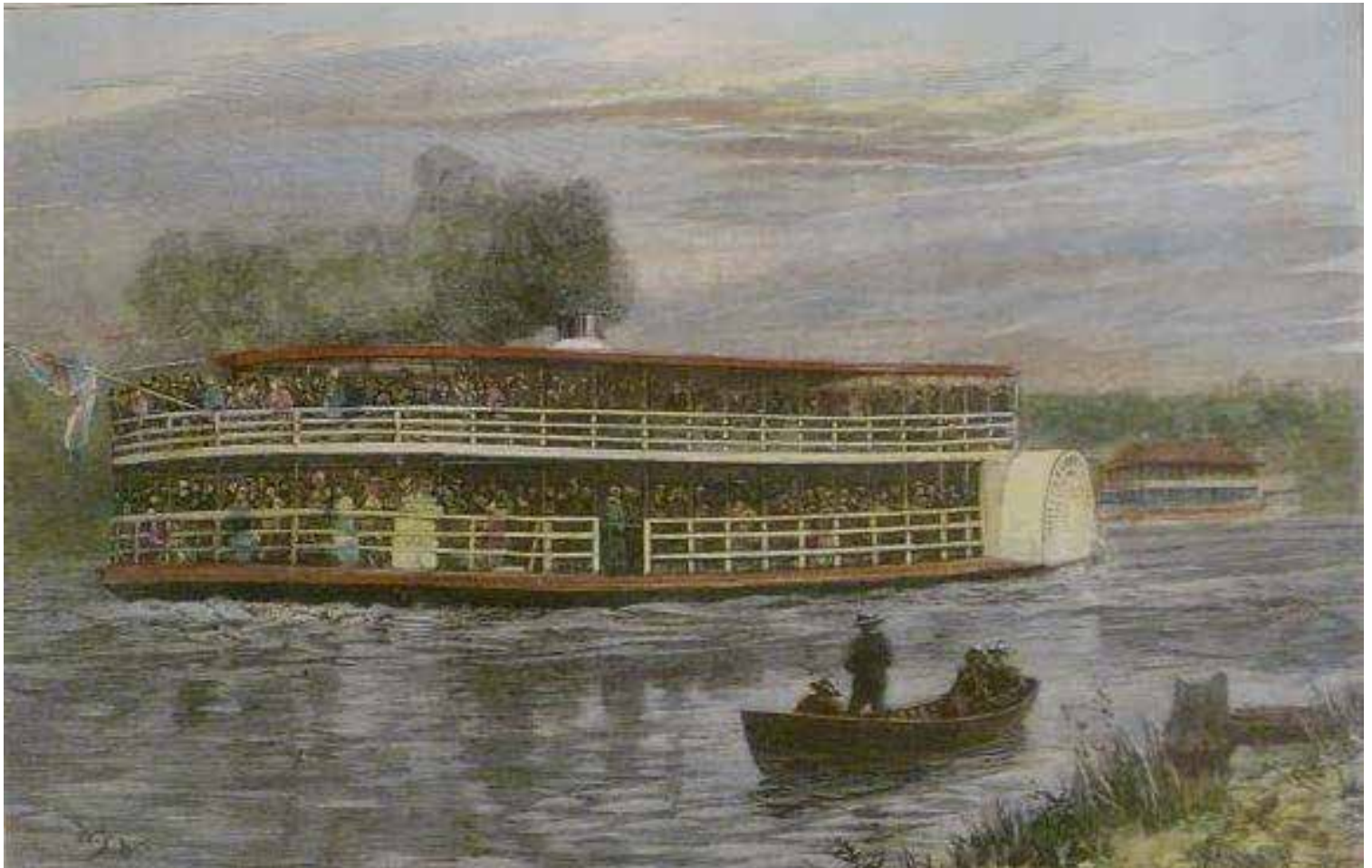


The London and Middlesex

HISTORIAN



2020

Official Journal of
The London and Middlesex
Historical Society

Volume 28



The London and Middlesex Historian
2020
Volume 28

Front cover image:

An engraver's concept of the Victoria leaving Springbank on its final trip. The image has been reversed as the engraver had the vessel headed west towards the dam.

Published by The London and Middlesex Historical Society
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ISBN 978-1-7773476-0-4

Printed in Canada by Sportswood Printing
Typesetting and Layout by MJProsser Design

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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

Editorial

Roxanne Lutz, our longstanding volunteer editor of the *Historian*, recently moved to Montreal and will no longer be serving in that capacity. Over the years, Roxanne has made an invaluable contribution to the Society by editing, collating, and preparing all of the material for the journal. Needless to say, without her assistance it would have been impossible for us to have reissued this journal which sat idle for over 20 years. We want to express our sincerest gratitude to her for all of her excellent editorial work, her devotion to the Society, and to extend our best wishes to her in all of her future endeavours.

With Roxanne's departure we arrived at a crossroads. Until we are able to enlist the aid of a new volunteer editor, several board members agreed to take over her responsibilities. We hope you enjoy our selection of the following articles.

The first article by Dan Brock contains the most comprehensive inventory that has ever been compiled on the passengers and crew that perished on the day of the Victoria disaster, May 24, 1881. For those who may have had relatives on the Victoria at the time, Dan's article not only provides the names of those who perished, but also other valuable information such as their ages, addresses, occupations, and burial sites. Dan's article is a truly wonderful source of information for those who may wish to compile a family genealogy. As an interesting aside, his article also contains previously unknown information on two individuals who helped in the rescue operation but were neither passengers nor crew. Instead they were "skinning dipping" in the same place and at the time that the disaster took place. Unfortunately, both perished as the result of exhaustion.

The next article by Marvin Simner reviews a number of highly contentious factors that dominated the daily concerns of London's residents during the early years of the 20th century. Among these were the need for the Federal Square Project, a new city hall, and the debate over public ownership vs free enterprise in converting London into a thriving port city via an electric rail connection to Post Stanley. The importance of this rail connection to London is illustrated on the back cover of the present volume. If it appears to you that a number of the issues debated today by members of city council are often highly divisive, you will find that many of the issues that dominated the headlines in the past were no less troublesome.

The focus of the final article by Mike Rice is on a little known but extremely important farming industry in Middlesex County. Mike has compiled a series of photographs that illustrate all the steps that were involved in the growing and harvesting of sugar beets in the 1950s.

Guidelines for Authors

The *Historian* welcomes manuscript submission on all aspects of the history of London and Middlesex County, independent of period, including articles on historic neighbourhoods.

All correspondence regarding editorial matters should be addressed to:

The London and Middlesex Historian c/o
The London and Middlesex Historical Society
Box 303, Station B
London, Ontario
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.

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*.

The Crew and Passengers on the Fatal Trip of the *Victoria*

Dan Brock

For decades I had been interested in identifying those who were aboard the steamboat *Victoria* on its fatal trip up the Thames River from Springbank Park en route to its dock at the forks of the Thames on the evening of Tuesday, May 24, 1881.

Many articles and even poems have been written about London's deadliest disaster. In 1978, Kenneth D. McTaggart published his book *The Victoria Day Disaster*. John Passfield published his novel, *Victoria Day The Fabric of the Community*, in 2009.

Heretofore, however, no one has made a serious attempt to inquire as to who actually were on the vessel when it capsized east of Woodland Cemetery. What follows is such an effort.

We begin with three sources, all published in the 1880s.

The most accessible is Goodspeed's *History of the County of Middlesex, Canada*, originally published in 1889 and reprinted in 1972. On pages 279-80, a list of 182 individuals who died as a result of this tragedy is given, as well as where they were interred. This list was essentially reprinted in Archie Bremner's *City of London Ontario, Canada. The Pioneer Period and The London of To-day* (1900), pages 64-5, which, in turn was reprinted in 1967. In taking Goodspeed's list and putting it in alphabetical order, however, three names were omitted in Bremner's work, namely Joseph and Patrick Walsh who were interred in St. Peter's Cemetery and Mrs. Kilburn who was buried in Kilworth. Moreover, some of the names are spelt differently in the two sources. For example, Delia Maloney and George Nukins in Goodspeed appear as Delie Mahoney and George Mullins in Bremner's work. Ken McTaggart, in his *London's Darkest Hours* (1999), pages 60-1, appears to have worked mainly with Goodspeed's volume in compiling his list of those who died in this disaster but omitted Mrs. Emma Dubeau's two-year-old child.

As for the other two sources, less accessible to the public, these are *The London Advertiser* and *The London Free Press*, two of the city's three daily newspapers at the time. The July 8, 1881 issue of *The London Advertiser*, gave the official death toll of the Victoria Day Disaster, as it came to be called, as 181, one less than the list in Goodspeed. This list had been compiled by James Grant, who, as London Township clerk, was also registrar of vital statistics for the municipality. The names of each of these 181 victims also appeared in the same issue. Six days earlier, on July 2nd, the rival newspaper, *The London Free Press*, published the names of the survivors. This proved to be one less than the official tally of 418 compiled under the direction of Chief Constable William T. Williams.

Now before we conclude that the passengers and crew consisted of 599 individuals, let me point out that I believe that two of the victims were *not* passengers on the *Victoria* at all! Rather, they were “skinny dipping” at this one of the deepest spots on the Thames. How else can the fact be explained that 16-year-old Glenville G. Wiseman was entirely naked and another young man had on only a shirt. Both worked the hardest in the rescue operations and died of exhaustion in the river. Wiseman, who lived in London South, was buried in Woodland Cemetery.

At least one passenger died neither from drowning nor injuries. Thirteen-year-old Charles Gorman reached the shore alive but apparently died of a heart attack. His name was one of those inscribed on the framed memorial in the former Wellington Street United Church.

As for 50-year-old John Curran, he survived until the early morning hours of Thursday, May 26th, before succumbing to his injuries. His remains were interred in St. Peter’s Roman Catholic Cemetery, then to the north of the city in London Township. He too was on the official list of victims.

According to the data, based on my research, when the *Victoria* made its fatal trip there was a crew of five and some 613 passengers, one of whom was the concessionaire. Of that number, I have the deaths of one crew member, and 169 passengers, plus the two young lads who had been skinny dipping at the site.

Now, how can I claim that the death toll was 172 and that the number saved were about 450 when the official numbers are 181 and 418 respectively? Well, for one thing, London’s two surviving dailies for the period in question—the *Advertiser* and the *Free Press*—were scrutinized issue by issue, page by page, column by column, and line by line for some two months, beginning with the issues for May 25th. I also looked at various London and area weeklies such as *The Age*, *Strathroy*, *Bothwell Times*, *The St. Mary’s Argus* and *County of Perth Review* and the *Glencoe Transcript*. Also consulted were the Ontario Death Register for Middlesex Co., London Township, the burial book for St. Peter’s Cemetery and the cemetery records of both Mount Pleasant and Woodland cemeteries in London. In addition, I have relied heavily on the 1881 Census for Canada, as well as United States and other Canadian censuses, city directories, especially the *City of London and County of Middlesex Directory*, 1881-2 and numerous family histories found on Ancestry.

One of those who was on the ill-fated vessel and who was saved, but does not appear on the official list was Mary Curran, the wife of the aforementioned John Curran. From various issues of the *Advertiser* and the *Free Press* we learn that “she was severely injured, but will probably recover,” that she was “not expected to recover from the effect of the shock [of the death of her husband and that] She lies in a precarious state at her residence, Hill Street.” She did, however, survive. Another survivor, noted in the May 30th issue of the *Advertiser*, but not on the official list, was Hezekiah Finch, the son of George Finch who resided at the southeast corner of Colborne and

Pall Mall. Finch stated that he “was on the lower deck at the time of the accident, standing beside Mr.” William McBride, the city assessor who perished in the disaster. When the boat capsized, Finch found himself on the side—the starboard or right side—which was out of the water thus escaping even getting wet. “Afterwards he assisted in saving a large number.”

As for the official list of the dead itself which, as has already been noted, has been reprinted in a number of sources, it too cannot be taken at face value for the persons it *does* list.

For example, among those listed as “Interred Abroad,” that is outside London, is “Batzner, and lady friend, Bothwell.” Now, according to late Victorian parlance this can only mean a male surnamed Batzner and his girlfriend, who perished in the disaster, and were interred in Bothwell. In fact, an examination of the *Bothwell Times*, for May 26th and the West Bothwell Cemetery, gravestone transcriptions reveal that we are not dealing with two victims but one, namely 17-and-a-half-year-old Ida Batzner. Ida was a shoemaker at the firm of J.C. Merritt & Co., wholesalers of boots and shoes on the north side of Dundas Street, between Richmond and Clarence. She lived with her widowed mother who operated a boarding house on the south side of Bathurst Street, between Richmond and Clarence. Her remains were brought to Bothwell from London, on Wednesday, May 25th, by her sister Mary and brother Daniel, via a Grand Trunk Railway train. It was probably Daniel who, a few days later, visited the Central Police Station on Carling Street and identified and claimed Ida’s parasol.

Another case of duplication on the official list and in Goodspeed, like that of “Batzner, and lady friend, Bothwell,” are the names of Eddie Laughlin, aged 13, of London West, interred in St. Peter’s Cemetery and Edward Coughlin, aged 9, of London, interred in Woodland Cemetery. Despite what the *Free Press* had to say, there was no Eddie Laughlin interred in St. Peter’s Cemetery. I have checked both the burial register and the gravestone inscriptions and came up empty. Nor did the only Loughlin family in the London area, that of Jeremiah Loughlin, a Catholic living in London East, contain a son named Edward at this time. (Coincidentally, Jeremiah did later have a son whom he named Edward, Edward Ignatius to be specific. E.I. and his younger brother Hubert were to become physicians here in London.) As for Edward Charles Coughlin, he was the youngest son of Joseph Coughlin, a musician, and his wife the former Lydia Ann Marshall who lived on the east side of Maitland Street, between Pall Mall and Piccadilly.

The Coughlin family was one of several that was particularly hit hard by the capsizing of the vessel. In addition to Edward, Joseph and Lydia Coughlin lost two daughters and two grandchildren. One of the daughters was 26-year-old Elizabeth who was married to Harry Smart, a printer at *The London Free Press*. Also, dead were their two children: five-year-old George and 10-month-old Laura. The second Coughlin daughter to lose her life was 18-year-old Jennie. Just the evening before, on Monday, May 23rd, she had married Joseph Swayzie, a boxcutter at Hendershot & Co., paper box manufacturers in the McCormick Block in London East. All five bodies were laid out

in the one room, probably in the Coughlin home on Maitland Street, and all five were interred in the same plot on the morning of Thursday, May 26th, in Woodland Cemetery.

The tragic death of the bride Jennie Swayzie brings to mind the deaths of the engaged couple Fanny Cooper and Willie Glass. This is one of the themes to be found in the aforementioned novel by John Passfield.

Willie, aged 23½ years, was a clerk at the wholesale dry goods firm of Robinson, Little & Co. and the son of the former Isabella Dignam and Gilbert Glass, a clerk at Wm. J. Reid & Co.'s crockery and glassware establishment, the scene in July 1907 of the "Crystal Hall" disaster. Fannie, aged 19, was the daughter of John Cooper, the well-known London photographer, and his wife Mary. Fannie and Willie were both members of Queen's Avenue Methodist Church on the southwest corner of Queen's Avenue and Clarence Street. Both were also members of its choir and bible class. They "...were to have been married in a fortnight" of May 24th. At the time of the capsizing of the *Victoria*, the young couple were seated, presumably on the lower deck, as they "went down together underneath the heavy machinery... in the very springtime of life." Shortly after 2:00 p.m., on May 25th, the funeral procession for Willie moved from the family residence on Hope Street, six doors east of Colborne, south on Colborne and west on Queen's Avenue. At the corner of Queen's and Clarence, the horse-drawn hearse conveying the mortal remains of William Dignam Glass was joined by that conveying Fanny D. Cooper. The two hearses then travelled side to side to Mount Pleasant Cemetery where the remains of the betrothed couple were interred in the same plot.

Returning to the official list of deaths, it is noted that George Nukins was interred "in country," meaning outside London. In fact, this was actually 14-year-old George William Martin, a son of William Martin and the former May Jane Nixon. Young Martin was buried in the Aylmer Cemetery in Aylmer.

Research has determined that the eldest and wealthiest victim of the disaster was 72-year-old John Walsingham Cook Meredith who lived on the southwest corner of Talbot and Albert streets. One of the most prominent of the Victoria Day victims, he was clerk of Division Court, a justice of the peace and an agent of the Phoenix Fire Insurance Company. Richard Brown, who had been out upon the deck of the vessel but had gotten off before the boat left Springbank, begged Meredith to get off as well since he did not think the vessel was safe. Likewise, Samuel Stewart, who was seated with Meredith in the bow of the vessel, also decided to get off and advised Meredith to do likewise "owing to the crowded state" of the boat. Meredith, however, "laughed at the warning." He was believed to have been "on the lower deck at the time of the accident" and like James Robertson, the local manager of the Bank of Upper Canada, was crushed by the collapse of the upper deck. William Eckert, the headmaster of the London East Public Schools and teacher at

Adelaide Street School, who had been on the upper deck and who survived the tragedy, claimed he was taken to the bottom of the river by Meredith, who clung to his neck.

Meredith's remains were laid out in a metallic casket, hidden almost completely from view by wreaths and garlands of sweet-smelling flowers, in the large front room in the northwest corner of his former home. The body was "remarkably well preserved, and the face appeared as natural as though the old gentleman had fallen peacefully asleep." The casket was carried from the house to the hearse, and again from the hearse to the grave side by his eight sons: William, Edmund, John, Richard, Henry, Thomas, Charles and Llewelyn. Several of these sons, like the sons of William Saunders the druggist, became known provincially and nationally. The pall bearers were also well-known: Lawrence Lawrason, Joseph Jeffery, James Hamilton the banker and Sunday painter, George M. Gunn, Judge Frederick Davis, Simpson H. Graydon, Edward Harris of "Eldon House" and Joseph W. Hardy. As can be surmised, "The funeral was one of the largest ever seen in the city. In the procession [to Woodland Cemetery] there were 140 conveyances, and it took the cortege... twenty minutes to pass a given point."

Meredith's estate, exclusive of real estate, was valued at \$150 000 which, by today's standards, would be in the neighbourhood of \$3.13 million.

In contrast now, to the scene in the Meredith household prior to the removal of the body of J.W.C. Meredith, was that in the Grafton home on the east side of Colborne Street, between Central and Pall Mall. The body of 12-year-old Polly, the daughter of Francis John Grafton, a painter and maker of baby carriages, and his wife the former Matilda Warren, lay in a plain board box. As for her parents, they were in such a beastly state of intoxication that they did not seem to realize the fact that death had visited their household.

Returning to J.W.C. Meredith, he only went to Springbank that fateful day at the insistence of his daughter, Louise Jane Meredith. Such was also the case with at least one other victim.

William Millman was a travelling agent or commercial traveller for Messrs. S. Greenshields, Son & Co. of Montreal and lived on the north side of Litchfield Street, now Central Avenue, between Talbot and Raglan, now St. George. Like Meredith, the 39-year-old father "had no intention of going down the river on that fateful Tuesday, as he rather disliked the water. At the dinner table, however, his two boys, Ontario and Turville, to whom he was devotedly attached, pressed him so longingly to go, that he finally consented to take them and, leaving the dinner table hurriedly they ran down to the dock and got aboard the *Victoria*." They were among those who did not get off the boat when it docked at Springbank. They were also among those who perished on the return trip. Millman was found with the "back of his head...badly bruised". He had been "fatally struck about the head by falling timbers." In each arm were found his little boys: eight-year-old Ontario and six-year-old Turville.

This scene of the final waters embrace of the father and his two sons was several times magnified by that beheld by Henry Main of Duke Street in Strathroy. Although he was not on the *Victoria*, he did assist in the recovery of bodies, and stated “that 36 children were taken out in one heap. They were huddled together in each other’s embrace.”

Among the rescuers that evening were the young men in the racing skulls, Harry Nichols and Michael Reidy. The Reidys lived on Beech Street in what was then South London, and Reidy’s father, John, also joined in the rescue efforts. Ironically, the passengers saved included John Reidy’s two daughters, Mary and Nelly.

While J.C.W. Meredith was the oldest person on board the *Victoria*, three six-month-old infants—Ralph Gordon Wilson, Elizabeth Moore and Margaret Jane Johnson—were the youngest and all three survived the disaster.

Ralph Gordon Wilson, born in October 1880, was the only child of Dr. John Gordon Wilson and his wife Margaret of London. The family nurse, 18-year-old Rosetta Bayley, who had care of the baby that fateful day, was one of those who perished by drowning.

Elizabeth Moore was the daughter of John and Frances Moore of London South.

The Johnsons farmed in Lobo Township. On that final trip, baby Margaret was accompanied by her parents, Thomas and Bella, her sister, Mary, and brothers Jimmie and Charles. Jimmie, who was one month shy of his eighth birthday, did not survive the accident. Margaret grew up and married Fred Staples. She died in early March 1976 at the Delaware Nursing Home. As with her parents, her remains were interred in the Johnson family plot in the Ivan Cemetery, Lobo Township, beside those of young Jimmie. Having lived to the age of 95, she was the last survivor of the Victoria Day Disaster.

Now while my database has such information as the above on nearly every one of the some 617 individuals on board the *Victoria* on that fatal last trip, plus the two heroic skinny dippers, what follows is essentially a list of the passengers, crew members and skinny dippers with some brief notations.

Following the list of skinny dippers is another list denoted as “Apocrypha.” These are individuals who were noted in contemporary newspapers as having either drowned or survived the last trip of the *Victoria*, but no evidence has been found to support these claims and, therefore, they are not counted in my final tallies.

While the lists are generally in alphabetical order, families and friends, where known, are listed together but cross referenced in italics in alphabetical order. With family groupings, where applicable, the head of the household is listed first, followed the wife and children in order of birth.

Crew

Forkey, Nicholas “Nick” (also denoted as Forke and Starkey) - saved; a Frenchman; tenant resident at 217 Clarence St., ws bet. (west side between) Simcoe and Horton; deck hand; may also have been the fireman on board



Parish, Herbert (also denoted as George)- saved; b. 1872; son of George Parish, owner of the *Victoria*; res. ss. Bruce St., east of Queen (Ridout) St., London South; purser/ticket agent/ticket-taker for the day; initially said to have drowned

Rankin, Donald H. - saved; age 37; married; Canada Presbyterian; res. 40 York St., ns bet. Thames and Ridout; pilot of the *Forest City* in 1879; captain of the *Victoria*



Roberts, Dugald H. (also denoted as Dougald, Thomas Roberts and Longman Roberts) saved; not on official list of survivors; age 29; married; Episcopal Methodist; tenant res. at 414 Ridout St., es bet. Dundas and Carling; engineer or engine driver



Wastie, John Alfred (also denoted as Tom and Waste) - drowned; age 14 yrs., 9 mos.; eldest son of Thomas Wastie, former owner of the *Victoria*; Methodist; res. 429 Ridout St., nw cor. Ridout and Carling; assistant purser/ticket-taker for the day; interred in Woodland Cemetery



**The above sketches of four of the crew members were executed in 1881 by William Lee Judson (1842-1928) for the Canadian Illustrated News. Judson was the first art teacher of the world renown artist Paul Peel (1860-1892).*

Passengers

Abbott, Hodson Gunning Beattie “Hoddie” (also denoted as Hudson G. Abbott) - drowned; age 10; Meth.; school pupil; son of A. Hodson Gunning and the late Elizabeth (Beattie) Abbott; res. ns Dundas St., bet. Wellington & Waterloo; interred in Mount Pleasant Cemetery

Abbott, Milton - saved; res. Boys’ College (Dufferin College, later Hellmuth College); nw cor. St. James and Wellington streets; nothing further is known of him

Abey, Henry “Harry” (also denoted as Harvey) - drowned; age 12; C of E; school pupil; son of and resided with George William & Catherine (Ross) Abey; res. ns Elm (Lovett) St., east of Rectory, London East; interred in Woodland Cemetery

Adair, Mrs. - saved; Bathurst St.; possibly **Mrs. Fannie Adair** who, according to the London City Directory, 1881-2, resided at the St. Nicholas Restaurant, nw cor. Carling & Richmond

Adams, Mrs. Mark - saved (see William Duffield, Sr.)

Adams, T. - saved (see William Duffield, Sr.)

Adams, S. - saved (see William Duffield, Sr.)

Aikin (or Atkin), David - saved; Westminster Twp.; nothing further is known of him

Aikins, Mr. - saved; King St.; nothing further is known of him

Aldridge, Henry - saved; age 37, Roman Catholic; married; a constable; probable son of Catherine and the late Edward Aldridge, ns Franklin St. (Dufferin Ave.), east of Adelaide, London East

Allen [Allan?], Mary - saved; age 45; married; Baptist; res. Lobo Township

Amsbury, Minnie E. (also denoted as Minnie Amesbury, Amsboy, Armstrong and Ashbury, Minnie E. Anderson, Minnie Ashbury and Minnie H. Amsbary) - drowned; age 17; Canada Meth.; dau. of Ellen (Peck) Amsbury and the late Lewis Amsbury of Auburn, NY, lived with her uncle and aunt Joseph C. and Amanda Firth (also denoted as Forth), ns Timothy St. (Lorne Ave.), east of Adelaide, London East; interred in Mount Pleasant Cemetery

Anderson, Henry “Harry” - drowned; age 10; C. of E.; interred “in country”; nothing further is known of him

Anderson, Mary – saved. Believed to be **Mary Anderson**, age 55, Meth., second wife of Edward W. Anderson and step-mother of **Harry M. Anderson**. Res. sw cor. Thames & Bathurst.

Anderson, Harry M. - drowned; age 8; Meth.; school pupil; son of Edward W. and the late Margaret (Rolfe) Anderson; res. sw cor. Thames & Bathurst streets; interred in Mount Pleasant Cemetery in same plot as **Henry J. Harrison**

Anderson, Mary Emma - saved; age 18, Roman Catholic; tailoress, dau. of Joseph Anderson, res. es Burwell St., 2 doors south of King

Anderson, Minnie E. (see Minnie E. Amsbury)

Andrews, David - saved; age 37, C. of E.; married; brush maker for John R. Gurd postmaster, grocer and broom manufacturer, sw cor Blackfriars and Centre (Saunby) streets. London West; res. ss Alexander St., west of Centre, London West

Anglin, Owen (see James Ash)

Angus, George - saved; res. Dundas St. Believed to be George P. Angus, age 32, C. of E.; married; shirt cutter for Robert A. Garlick, gents' furnishing goods and shirt manufacturer, ns Dundas St., bet. Richmond & Clarence

Applegate, William - saved; age 44; C of E; married; labourer, res. end of Clarke's Bridge (now Wellington Road), London South

Applegate, Catherine "Kate" (Harper) - saved; age 46; C of E; wife of William Applegate; dau. of David & Barbara (Robertson) Harper; sis. of David Harper the younger

Harper, David (also denoted as Daniel Harper) - drowned; age 48; C of E; labourer/hostler, Western Hotel, nw cor. Richmond and Fullarton streets; brother of and resided with Kate (Harper) Applegate and her husband William Applegate

Arcott, James - saved; age 19, C of E; tanner for R. Arcott & Co., tanners, sw cor. Ann & George streets; son of Richard & the late Susan (Honeywell) Arcott; resided with his father and stepmother, nw cor. Ann & George streets

Ash, James - saved; age 45, C of E; married; cooper for John Forristal, prop. Great Eastern Barrell Works, ss Bathurst St., west of Adelaide; res ns Horton St., bet Hamilton Rd. & William

Ash, Anna - saved; age 35, C of E; wife of James Ash; dau. of Owen Anglin

Anglin, Owen - saved; age 65; Roman Catholic; widower; resided with his dau. and son-in-law

Ashbury, William - saved; age 65; C of E, son of William John & Ann (Pendleton) Ashbury; married; gentleman; former blacksmith; res. ns Maple St (Dufferin Ave.), bet. Talbot & Ridout

Ashbury, Jane (nee Guest) - drowned; age 58 yrs.; C of E; wife of William Ashbury; dau. of William & Elenor (Ardiel) Guest; interred at St. John's Anglican Cemetery, Arva

Attwood, Thomas - saved; age 48, C of E, single; bookkeeper; boarded with his employer, Thomas Brenton, furniture dealer, ns Bruce St., west of Queen (Ridout), London South

Bailey, James – saved; can't be identified with certainty

Bayley, Rosetta “Rosa” “Rose” (also spelt Bailey and Baily) - drowned; age 18 yrs.; Canada Meth.; nurse in household of Dr. J.G. Wilson, MD, ns Dundas St, west of Waterloo; dau. of William & Margaret (Sutton) Bayley of Muskoka; sister of William Bayley, Jr., printer, *The London Advertiser*; interred Mount Pleasant Cemetery

Wilson, Ralph Gordon – saved; age 6 mos.; Canada Meth.; son of Dr. John Gordon & Margaret J. “Maggie” (Laird) Wilson, ns Dundas St., west of Waterloo; was in the arms of Rosa Bayley at the time of the capsizing of the *Victoria*.

Baker, William - saved; believed to be **William Henry Baker**, age 13; C of E; son of Susanna Baker, widow, Petersville

Baker, Thomas - saved; believed to be Thomas Humphry Edwards Baker, age 10; C of E.; brother of William Henry Baker; a Mrs. Baker identified and claimed one boy's hat at the Central Police Station

Baker, Annie May (also denoted as Anthony Baker) - drowned; age 15; Prim. Meth.; dressmaker; lived with her grandfather, John Baker, butcher; res. London East; interred in Mount Pleasant Cemetery

Balkwell (Blackwell?), Edward - saved; res. Piccadilly St.; possible son of Robert Blackwell, Sr, carriage trimmer, res. ns Piccadilly St., bet. Richmond & Wellington

Barclay, Frank - saved; possibly a son of A.E.S.K Barclay, assistant inspector, Huron and Eire Loan and Savings Co.; res. es Talbot St., bet. Maple (Dufferin Ave.) & Kent

Barker, Marian G. - saved; age 5; C of E; dau. of and resided with Robert W. and Annie L. Barker; res. es Clarence St., bet. Queen's & Dufferin

Donaldson, Elizabeth - saved; age 19; Canada Meth; a live-in housemaid/domestic at the Robert W. Barker residence; not on the “official” list of survivors

Mitchell, Mary (also denoted as M. Priscilla) - saved; age 17; C of E; a live-in nurse/domestic at the Robert W. Barker residence

Barnham, Mary (aka Mrs. D. Burnam/Burnham) – saved, res. Simcoe; nothing further is known of her

Bartlett, Walter - saved; possibly Walter Bartlett, age 29, C of E, teamster, res. ns. Beecher St., near Wharncliffe Rd, London South

Bartlett, William - saved; possibly William Bartlett, age 9, C of E., son of Walter Bartlett, age 29

Baskerville, John (also denoted as Baskerfield) - drowned; age 27; C of E; married; labourer, Carling & Co., brewers and maltsters. res. ns Mount Pleasant St., bet the north branch of the Thames River and Talbot St.; interred in Mount Pleasant Cemetery

Shayer (or Shayre), Alfred (also denoted as F. Share and “Mr. Thayer) - drowned; age 25; C. of E; teamster Carling & Co., res. Mount Pleasant St. in rear of the brewery; Mount Pleasant Cemetery

Bates, Emeline - saved; age 50; Canada Meth.; London South; wife of Thomas Bates, teamster, res. ss Askin St., west of Teresa, London South

Batzner, Ida (also denoted as Bachelor, Batchellor and Batchello) - drowned; age 17; Presb.; shoe fitter; lived with widowed mother, Margaret C. Batzner, ns Dundas St., bet. Richmond & Clarence; interred in Bothwell (West Bothwell) Cemetery, Bothwell, Kent Co.

Beaton, Henry “Harry” - saved; age 44; married; C of E; hatter and furrier; res. ns Oxford St., bet Richmond and Wellington

Beaton, Lillian “Lillie” “Lily”- drowned; age 14; Roman Catholic; dau. of Henry and Catherine D. Beaton; interred in St. Peter’s Cemetery

Beaton, Henry Arthur “Harry” (also denoted as Henry E., Johnny and Mary Beaton and Harry Beston) - drowned; age 7 (6) yrs.; Roman Catholic; interred in same plot as his sister, Lillian Beaton, in St. Peter’s Cemetery

Bell, John E. - saved; age 35, married; C of E; engineer, Great Western Railway (G.W.R.); res. nw cor. of Maitland St. and Queen’s Ave.

Bell, Millie (see John M. Corneill)

Beltz, Harry - saved; age 14, Wesleyan Meth.; son of Henry and Adelia Beltz; res. ns Hill St., 2 doors east of William

Bennett, Thomas - saved; age 19, C of E; groom, for the Hon. Elijah Leonard of E. Leonard & Son; lived at Lenard residence, nw cor. of Talbot and John streets.

Bird, Edward - saved; age 12, Roman Catholic; son of Michael Bird, tailor, and his wife Mary; res. ns Dufferin Ave, bet. William and Adelaide

Blackburn, Thomas - saved; age 40; married; C of E; fireman G.W.R.; res. ss Bathurst St., bet. Colborne St. and the L. & P.S. Railway crossing

Blake, George Andrew - saved; age 22; Canada Meth.; machinist; son of George and Sarah Blake; res. es Talbot St., Queen's and Fullarton

A young lady friend of George Blake – saved

Bolton (aka Boulton), William - saved; age 59, RC, married; gardener, res. s.s. Blackfriars St., west of Napier, London West

Boulbee, William (aka Bonftby) - saved; age 2; Episcopal; son of John and Elizabetha Boulbee; res. ns Kent St., bet. Talbot & Richmond

Boomer, Charles P. (also denoted as Chas. Bonner, aged 16) - drowned; age 14; Meth.; son of William B. & Sarah A. Boomer of Norwich; pupil at the Collegiate Institute in London

Boss, William - saved; age 7; Meth.; son of Silas R. and Mary Jane Boss; res. nw cor. Miles St. and Pall Mall

Boswell, Ida - saved; age 20; C of E; dressmaker, res. ns Maple St., bet. Ridout and Talbot

Booth, Robert F. - saved; printer, London Advertiser office; res. Hill St., presumably a boarder; son of George and Margaret Booth of Clarence St., ws 2 doors north of Hill

Bourne, Edwin (also denoted as Edward) - saved; age 17; C of E; butcher; lived with parents Edwin and Elizabeth Bourne, Hamilton Rd., se side east of Rectory, London East

Bourne, Ernest (also denoted as H Ernest) - saved; age 18; C of E; butcher; brother of Edwin Bourne; lived with parents

Bowman, George - saved; age 21; Meth.; single; machinist, E. Leonard & Sons; lived at the boarding house of Mrs. Mary Murray, es Wellington St., 2 doors north of Dundas

Box, Emma Jane (also denoted as Emma J. Bose) - drowned, age 22 yrs.; single; servant/-domestic for and resided with James Magee, barrister, etc., ns Albert St., bet. Talbot and Richmond; interred in Woodland Cemetery

Boyd, Henry “Harry” James - saved; age 33; C of E; married; co-owner with Alexander McBride of McBride & Boyd, tinsmiths, stoves, etc.; res. es Richmond St. bet. Grey and Simcoe

Boyd, Herbert (also denoted as Hubert) – saved; age 12; C of E; son of Harry & Annie M. Boyd

Boyd, Frederick “Fred” - saved; age 10; C of E; brother of Herbert Boyd

Boyd, Henry “Harry” - saved; age 8; C of E; brother of Herbert and Fred Boyd

Boyer, John (also denoted as Bowyer), John - saved; age 41; Meth.; married; foreman and cooper; tenant resident ss York St., bet. Maitland and William

Breeze, Thomas (also denoted as Breze, Breese and Bruse and John Breeze) - drowned; age 32 yrs.; C of E; widower; wood Sawyer/labourer/scaffold builder, freeholder res. ns John St., bet. George and Richmond; interred in Mount Pleasant Cemetery

Pike, Charlotte (also denoted as Pyke, Mrs. Pike and Mrs. Thomas Breeze) - drowned; age 33; Canada Presbyterian; married; her hus., Joseph Pike, was in the London Insane Asylum; she recently kept house for Thomas Breeze.

Oliver, Margaret - saved; age 27; b. Ireland, C of E; wife of Hamilton Oliver, clerk; res. 125 King William St., s.s. bet. Mary St. & Ferguson Ave., Hamilton

Brennan, Thomas - saved; either Thomas Brennan, age 40, Roman Catholic; married; or his son Thomas Brennan, age 18, Roman Catholic; single; both were teamsters for Carling & Co., brewers and maltsters, res. ns Oxford St, 2 doors east of Talbot

Broadbent, James - saved; said to have lived on William St.; nothing further is known of him

Brickenden, J. – saved (see James Robinson)

Brown, John R. - saved; age 44; C of E; married machinist; res. London East, ns Marshall St. bet. Adelaide and Lisle

Brown, Rose - saved: age 10, C of E; dau. of John R. & Jane E. Brown

Brown Arthur - saved; age 8; C of E; brother of Rose Brown

Brown, Mary - saved; single; resided at the London Insane Asylum; nothing further is known of her

Burns, Jennie Maude (also spelt Jane Maud) (Also denoted as Maud Butins) - drowned; age 13 yrs.; Canada Meth.; dau. of James & Sarah Emma Burns of Craig St., New Brighton/London South; interred in Mount Pleasant Cemetery.

Burns, Ida Mercy Louise (also denoted as Edna and Ida Mary and Ida Butins) - drowned; age 11 yrs.; Canada Meth.; sister of Jennie Maude Burns; bur. in same lot as her sister, Jennie Maude Burns;

Burns, Patrick - saved; a male adult of St. Mary's, ON; had a very narrow escape from which he was still suffering two days later; nothing further is known of him

Burrige, John - saved; age 53; boot and shoemaker, Burrige Block, sw cor. Talbot and King; res. ns Becher St., London South

Burrige, Patience - saved; age 53; first wife of John Burrige

Campbell, Charles G. - saved; age 55, Presb.; married; painter, tenant resident Dufferin Ave., ns 2 doors east of Cartwright

Campbell, Malcolm - saved; res. Thames St.; possibly son of Jessie and the late John E. Campbell, res. es Thames St., bet. the south branch of the Thames River and Bathurst St.

Campbell, Robert - saved; res. Clarence St.; identified and claimed one coat at the Central Police Station

Cameron, William "Willie" - saved; age 16; Presb.; son of Alexander M. Cameron, widower; res. Elizabeth St., ws north of Dundas, London East

Carter, Catherine - saved; age 40; C of E; widow of Robert Carter; operated a boarding house on Carling St., ns bet. Talbot and Richmond

Carter, Thomas H. - saved; 19; son of Catherine and the late Robert Carter; clerk for Horner & Somerville, grocers, Dundas St. and Market Square

Carter, Mrs. - saved; res. Arva (formerly St. John's), London Twp.; nothing further is known of her

Chapman, Eliza (also denoted as Elias) - drowned; aged 25 yrs.; C of E; interred in Mount Pleasant Cemetery; "one of Miss Rye's emigrants"

Charley, Mary Elizabeth (surname also denoted as Charlie, Charles) - saved; age 21; Canada Meth.; servant for Alexander S. & Laura Murray, nw cor. Wortley Rd. & Askin St., London South

Chase, Henry - saved; at Boys' College (Dufferin College, later Hellmuth College), nw cor. St. James and Wellington streets

Clark(e), Annie - saved; age 17; Roman Catholic; single; lived with parents James & Kate Clark(e), Horton St., ss bet. Ridout & Talbot

Clark(e), Henry - saved; aged 26, Canada Meth.; married; butcher; res. ns Saunby St., London West

Clarke, Robert (also spelt Clark) - saved; age 42; Primitive Meth.; married; bookseller and stationer; res. Oxford St., ns bet. Talbot & George

Clarke, Edward – saved; said to be the “little boy baby of R. Clarke, bookseller”, but the son Edward Clarke was age 15 at the time of the 1881 census

Cline, Elizabeth (also denoted as Clyne) – saved; age 32; Roman Catholic; wife of William Cline/Clyne; resided on City Mills property, Talbot St., ws, south of Simcoe; originally reported drown and missing

Cole, Albert - drowned; age 7; C of E; son of John Cole, widower & proprietor Britannia House, sw cor York & Wellington streets; interred in St. Thomas

Cole(s), William Edward (also denoted as Edward and Edwin Coles) - saved; age 17; C of E; tailor; res. Cartwright St., ws bet. Bond St. (Princess Ave.) & Central Ave.; was in company with “five young companions

Colville, Samuel D. - drowned (see Samuel Llewellyn Edmunds)

Conley, Willie [Connelly?] – saved; res London South. Possibly Robert Conley/Connelly; age 37; Baptist; married; drover; res. Becher St., ss. near Horne, London South

Connel(l), Annie Catherine - saved; age 13; Roman Catholic; dau. of John & Catherine Connel(l); res. nw cor Sydenham & Wellington streets;

Conroy, Henry E. - drowned; age 16; Roman Catholic; son of and resided with Sergt. John & Elizabeth Conroy, Militia Grounds, ne cor. Bond (Princess Ave.) and Wellington streets; interred in St. Peter’s Cemetery

Cook(e), Charles - saved; age 49; Bible Christian; married; shoemaker, res. n.s. Marshall St., ns bet. Adelaide & Lisle, London East

Cooper, Edward “Ed” (also denoted as Copper) - saved; res. London South; probably Edmund J. Cooper, bank clerk, son of William D. Cooper, manager, Imperial Oil Works, Petrolia, who resided at sw cor. of Bruce & Cathcart streets, London South

Cooper, Fannie D. - drowned (see William Dignam Glass)

Cope, James - saved; of the London Insane Asylum; probably Robert Cope; age 25; C of E; stoker; son of and resided with Stephen & Elizabeth Cope on the Insane Asylum grounds, London Twp.

Corneill, John Meadows (also spelt Corneil) - saved; age 38; Episcopal Meth.; owner of "Bushmont Farm", lots 2 and 3, 1st range south of the Longwoods Rd., Ekfrid Twp., just west of Melbourne and east of the Longwood(s) Post Office

Corneill, Alicia. (nee Bell) - saved; age 35; Episcopal Meth; wife of John Meadows Corneill
Bell, Millie (also denoted as Nellie A. Bell) - saved; sister of Alicia Corneill; lived with their mother Elizabeth, widow of the late Rev. James Bell, ns Horton St., 2 doors east of William

Cornish, Ellen Georgina - drowned; age 19; C of E; tailoress; dau. of Ellen K. Cornish, widow, with whom she resided on King St.; interred in Mount Pleasant Cemetery

Cornish, Eugene Louise "Lue" - saved; age 21, C of E; sister of Ellen Georgina Cornish; was initially reported as having drowned; like Ellen, Lue was a tailoress for John Glen, merchant tailor, ss Dundas St., bet. Ridout & Talbot

Cottam, Bartholomew (also denoted as B. Cotton and P. Cotten) - saved; age 40; C of E; married; manager, London Temperance Coffee House, Market Square, ns Talbot and Market Lane

Dignam, Dean (also denoted as Dan Digman) - saved; age 55; Episcopal Meth.; carpenter; son of Hugh & Ann (Myles) Dignam; resided on Market Square, possibly at the London Temperance Coffee House

Coughlin, Edward - drowned (see Elizabeth Smart)

Coy, Jessie (also denoted as Miss Cox) - saved (see John Vickars)

Crackstone, Harry - saved; res London East. Probably Henry Crewdson, time-keeper; res. sw cor. York & Rectory streets, London East)

Craddock, George - saved; age 50; C of E; architect; office in Nitschke's Block, ne cor. Dundas & Wellington; res. nw cor. Adelaide St. & Dufferin Ave

Craddock, Hope Grace (also denoted as Hope, Georgie and Georgina Hope) - saved; age 20; C of E; dau. of and resided with George & Melissa (Brown) Craddock

Craddock, Mary "May" (also denoted as Madeline) - drowned; age 18; C of E; sister of Hope Grace Craddock; interred Woodland Cemetery

Craddock, Fanny (also denoted as Emma) - saved; age 14; C of E; sister of Hope Grace and Mary Craddock

Crawford, Thomas William Walter - saved; age 15; C of E; son of and resided with James & Hannah (Hughey) Crawford, es Waterloo St., bet. Bond (Princess) and Central

Crispin, Margaret - saved; res. Bathurst St.; nothing further is known of her

Crotty, Jennie - saved; age 18, C of E; dau. of Henry & Margaret Crotty of Ingersoll

Curran, John (also denoted as Kearns, Cairns, and James Curran), died of injuries 2 days later; age 54; Roman Catholic; labourer/tanner; res. ss Hill St., bet Waterloo & Colborne; interred in St. Peter's Cemetery

Curran, Mary – saved, age 54; Roman Catholic; wife of John Curran; reported as drowned in one newspaper account; but also said to have been severely injured and laying in a precarious state at her residence on Hill St.; not on “official list” of survivors

Darcy, James (see John McConnell)

Dark, William “Willy” “Willie” - saved; age 20; Baptist; blacksmith; res. Horton St.; son William P. & Mary Ann Dark of es Adelaide St., opp. Bond (Princess Ave), London East

Dark, Fannie - saved; age 18; Baptist; res Horton St.; sister of Willy Dark

Deacon, Joseph W. (also denoted as Joseph N.) - saved; age 18; C of E; son of and resided with Thomas & Rebecca (Shoebottom) Deacon, ss King St., bet. Talbot & Richmond; clerk, Deacon & Rodgers, groceries, wines and liquors, ws Talbot St., 2 doors north of King

Deacon, William S[hoebottom?] - drowned; age 17; C of E; brother of Joseph W. Deacon; clerk for his father at the Ontario House, ss King St., bet. Talbot & Richmond; said to have been interred in Burr, London Twp. but his name appears on the Deacon gravestone, in Woodland Cemetery; perhaps transferred to Woodland Cemetery

Deadman, Alice Mary - drowned; age 20; C of E; single; milliner; dau. of Jane and the late Arthur W. Deadman; resided with mother on ws Wharncliffe Rd. near St. James Park, Westminster/London South; interred in Woodland Cemetery

Griffith, Julia Ann (also denoted as Julia A. and Jula Griffiths) - drowned; age 17; Canada Meth.; dau. of Tunis & Ester Griffith, lot 31, con. 1, Westminster Twp./London South/St. James' Park; interred in Brick Street Cemetery, Westminster Twp. but may later have been transferred to Mount Pleasant Cemetery

Middleton, Janet (also denoted as Jeannett, Hannah and Hanna) - drowned; age 17; C of E; unmarried; dau. of George Middleton; res. ns Maple St., near Beech, New Brighton/London South; interred in Galt as originally from Branchton, North Dumfries Twp., Waterloo Co.

Delevan, John (also denoted as Deleway) - saved; a boy; res. London East; nothing further is known of him

Dempsey, Robert H. - saved; age 19; C of E; son of and residing with Jeremiah M. & Sarah (Whittaker) Dempsey; es Colborne St., bet. Central Ave. & Pall Mall

Dennis, Hannah - drowned (see Orville Edward Smith)

Dickens, Joseph - saved; age 15; C of E; son of and lived with Rowland & Mary Dickens, sw cor. William & Piccadilly

Dignam, Dean (also denoted as **Dan Digman**) (see Benjamin Cottam)

Dignam, Paul - saved; not on “official list” of survivors; nothing further is known of him; possibly the same person as **Dean Dignam**

Dillon, Daniel “Dan” (also denoted as **Delling**) - drowned; age 25; a recent arrival from Devonshire, England; a member of an auxiliary gang of the G.W.R. for only about two weeks; interred in Mount Pleasant Cemetery

Diver, Hiram - drowned; age 27; Canada Meth.; butcher, shop & res. nw cor. Horton & Clarence streets; from Rochester, NY; interred in Rochester, NY

Diver, Wealthy Mary (nee Yerex) - drowned; age 27; Wesleyan Meth.; wife of Hiram Diver; dau. of Andrew W. Yerex of Adelaide St.; interred in Rochester

Diver, Alberta Ismena “Allie”, - drowned; age 2; Wesleyan Meth.; dau. of Hiram & Mary (Yerex) Diver; interred in Rochester

Diver, Bingham - drowned; age 1; Wesleyan Meth.; brother of Allie Diver; interred in Rochester

Dolbear, Ransom (also denoted as **Ransone**) - saved; age 30; Canadian Episcopal Meth.; flour and seed merchant and grocer; bus. & res. ws Richmond St. bet. Fullarton & Maple

Dolbear, Phelena Etta (Woolley) (also denoted as **Lena and Mrs. Ranson**) – saved; age 29; Canadian Episcopal Meth.; wife of Ransom Dolbear

Dolbear, Adelia Jane (also denoted as **Delia**) - saved; age 9 mos.; Canadian Episcopal Meth. dau of Ransom & Phelena (Woolley) Dolbear

Woolley, Martha Albertha “Bertha” - saved; age 12; Canadian Episcopal Meth.; sister of Phelena (Woolley) Dolbear; lived with the Dolbear family

Donaldson, Elizabeth - saved (see Marian Barker)

Downey, Thomas - saved; res. Dundas St.; nothing further is known of him.

Drennan, James Henry “Jim” (also denoted as **Drennin**) - saved; age 20; Meth.; son of James & Hanna (Fleming) Drennan; married; res. es Richmond St., 2 doors south of Simcoe; printer for *The London Advertiser*

Dubeau, William (also denoted as **Dagou, Debean, Debeau and Dubeau**) - saved; porter at the Grigg House, ne cor. York & Richmond streets, where he and his family resided

Dubeau, Emma (also denoted as Dagon, Debeau and Debeau) - drowned; age 30; wife of William Dubeau; interred in Mount Pleasant Cemetery;

Dubeau, Meg (also denoted as Debeau) - saved; dau. of William & Emma Dubeau

Dubeau, Nellie (also denoted as Dagon and Debeau) - drowned; age 3; sister of Meg Dubeau; interred in Mount Pleasant Cemetery

Duffield, William, - saved; age 43; Wesleyan Meth.; married; vice-president Dominion Savings & Investment Society; res. Queen's Ave. his family party consisted of himself, his two sons, his four Lawrason nephews, and Sarah Jane Adams and her two children

Duffield, James Cummings - saved; age 20; Wesleyan Meth.; single; bookkeeper; son of and resided with William & Louisa (Cummings) Duffield

Duffield, William A.- saved; age 18; Wesleyan Meth.; brother of James Cummings Duffield

Lawrason, Louis Oliver, Jr. - saved; aged 24; Wesleyan Meth.; single; oil refiner/travel agent (probably for his father's oil refinery); resided with his parents, Purvis Miller & Amanda (Adams) Lawrason, ns Hamilton Rd., bet. William & Adelaide

Lawrason, Francis Mark "Frank" - saved; age 16; Wesleyan Meth.; student; brother of Louis Oliver Lawrason, Jr.

Lawrason, Stephen Frederick "Fred" - saved; age 10; Wesleyan Meth.; school pupil; brother of Louis and Frank Lawrason

Lawrason, Arthur Lorne - saved; age 5; Wesleyan Meth.; school pupil; brother of Louis, Frank and Fred Lawrason

Adams, Sarah Jane (Mae) (also denoted as Mrs. Mark Adams) - saved; age 31; Canada Meth.; wife of Mark Adams, Norwich, Oxford Co. Mark Adams was a brother of Amanda (Adams) Lawrason

Adams, Caroline (probably also the child denoted as S. Adams) - saved; age 11; Canada Meth.; school pupil; dau. of and resided with Mark & Sarah Jane (Mae) Adam

Adams, Alberta "Albertie" (probably also the child denoted as T. Adams) - saved; age 9; Canada Meth.; school pupil; sister of Caroline Adams

Dundas, Mary "Mamie" – saved (see William Logan)

Dunn, Margaret "Maggie" -saved; age 27; C of E; dau. of and resided with Henry "Harry" & Sarah (McFalls) Dunn, sw. cor. Queen (Ridout) & James, London South

Dunn, Elizabeth "Ellen" - saved; age 25; C of E; sister of Maggie Dunn

Dunn, Grace E. - saved; age 24, Presb., servant for and lived with Thomas & Jane Kent, ns Litchfield (Central Ave.), e of Blackfriars Bridge; not on "official list: of survivors

Durkin, Sarah Jane (Sexton) - saved; age 36, Roman Catholic; wife of Michael Durkin, engine cleaner/labourer, G.W.R. round house; res. ss Hill St., bet. Waterloo & Colborne

Durkin, John - saved; age 11; Roman Catholic; son of and resided with Michael & Sara Jane (Sexton) Durkin

Durkin, Frederick - saved; 9; Roman Catholic; brother of John Durkin

Durkin, Anna Malvena “Ann” - saved; 9 mos.; Roman Catholic; sister of John and Frederick Durkin

Dwyer, John – saved (see Daniel Murray)

Dyer, William Henry (also denoted as Dwyer) - drowned; age 45; C of E; son of Luke & Isabella Dyer; gunner with the London Field Battery; clerk/music agent for Richard S. Williams of Toronto, musical instruments; bus. ss Dundas St. (Mechanics Institute Building), bet. Clarence & Wellington; res. ss Central Ave. bet. Waterloo & Colborne; interred in Woodland Cemetery

Dyer, Margaret (also denoted as Dwyer) - drowned; age 47; C of E; wife of William Henry Dyer; interred in Woodland Cemetery

Dyer, William (also denoted as Dwyer) - saved; age 18; son of William Henry & Margaret Dyer

Dyer, Albert “Bertie” (also denoted as Dwyer) - drowned; age 5; C of E; brother of William Dyer; interred in Woodland Cemetery

Eckert, William Dennison - saved; age 47; Baptist; married; son of Peter & Lois (Hare) Eckert; headmaster, London East Public Schools and teacher, Adelaide Street School; res. ns Queen’s Ave., east of Adelaide, London East

Eckert, David Edson - saved; age 29; Congregational; married; res. next door to that of his brother William D. Eckert; ns. Queen’s Ave., east of Adelaide, London East

Edmunds, Samuel Llewellyn (also denoted as Samuel Llellyn and Samuel W.) - drowned; age 15; Canada Meth.; butcher; son of and resided with Charles & Jane Edmunds; butcher shop and res. ns Dundas St., immediately east of the Academy of the Sacred Heart (now Catholic Central High School); interred in Mount Pleasant Cemetery;

Edmunds, William C. - drowned; age 13; Canada Meth.; butcher; Canada Meth.; brother of Samuel Llewellyn Edmunds; interred in Mount Pleasant Cemetery

Colville, Samuel D. (also denoted as Samuel Caldwell) - drowned; age 12; Presb.; son of and resided with Charles R. & Elvira Ann (Davis) Colville, sw cor. Queen’s Ave. & Maitland; interred in Mount Pleasant Cemetery

Eilber, Benjamin “Ben” (also denoted as Elber) - saved; age 14; Evangelical Association; son of John Jacob & Sarah (Finkbeiner) Elberg of Crediton, Stephen Twp., Huron Co.; student at the London Collegiate Institute, ns Dufferin Ave., bet. Wellington and Waterloo; boarded with the family of John William, “Waverly Place,” Central Ave.; Benjamin died in 1961, in Ubly, MI at the age of 100 yrs., 4 mos., 5 dys. and was probably longest-living person who was on that fatal trip

Elliott, Jessie (also denoted as Elbert, Elliot, Josie Elliott and Jessie Elbert) - drowned; age 12; Presb.; dau. of and resided with Charles H & Phoebe (Farrar) Elliott, ss Craig St., west of Queen (Ridout) St., London South; interred in First Presbyterian Church Cemetery

English, Peter - saved; age 29; Roman Catholic; married; foreman of and resided at London Gas Light Co., cor. of Grey St. & Hamilton Rd., London East

Evans, Elizabeth - drowned; age 35 yrs.; C of E; wife of George Evans, engine cleaner/boiler worker, Great Western Railway; res. ws Maitland St., bet. Nelson & South; interred in Woodland Cemetery

Evans, Fanny Elizabeth - drowned; age 9; C of E; dau. of George & Elizabeth Evans; interred in Woodland Cemetery

Evans, Samuel - drowned; age 6; C of E; brother of Fanny Elizabeth Evans; interred in Woodland Cemetery

Evans, George William - drowned; age 2; C of E; brother of Fanny Elizabeth and Samuel Evans; interred in Woodland Cemetery

Evans, Albert Ernest - drowned; age 1; C of E; brother of Fanny Elizabeth, Samuel and George William Evans; interred in Woodland Cemetery

Evans, Sergt.-Major Evan - saved; age 63; C of E; res. se cor. Central Ave. & Wellington; caretaker, Drill Shed; also referred to as a major; his party was reported as including his wife, their two married daughters, the husbands of the daughters and six grandchildren

Evans, Harriet (Goodison) (also denoted as Arnett) - saved; age 60; C of E; wife of Evan Evans

Tatham, Emily “Emma” (Evans) - saved; age 42; C of E; dau. of Evan & Harriett (Goodison) Evans.

Tatham, Herbert F. - saved; age 43, C or E; hus. of Emily Tatham; son-in-law of Evan & Harriett (Goodison) Evans; clerk; res. ws Colborne St., bet. Hope and Waverley Place

Tatham, Robert Bristow – saved; age 11; C of E; son of Hubert F. & Emily (Evans) Tatham; grandson of Evan & Harriett (Goodison) Evans; while there is very reason to believe he was on board the *Victoria* with the rest of the family, no mention of his name appears in the newspapers of the time

Tatham, Charles H. (presumably the person denoted as Herbert or Hubert) – saved; age 10; C of E; brother of Robert Bristow Tatham

Tatham, Augusta “Dollie” “Dolly” (also denoted as Tatham) - drowned; age 7; C of E; sister of Robert Bristow and Charles H. Tatham; interred in Woodland Cemetery

McIntosh, Lilly (Evans) (also denoted as Lily) - saved; age 40; C of E; sister of Emily (Evans) Tatham

McIntosh, Francis A. “Frank” - saved; age 40; C of E; hus. of Lilly (Evans) McIntosh; son-in-law of Evan & Harriet (Goodison) Evans; ornamental plasterer, shop & res. ns Dundas St., bet. Wellington and Waterloo

McIntosh, Lavinia - saved; age 12; C of E; school pupil; dau. of Francis A. & Lilly (Evans) McIntosh; school pupil;

McIntosh, Adeline Florence “Ada,” “Addie” (also denoted as Adaline) - drowned; age 10; C of E; school pupil; sister of Lavinia McIntosh; interred in Woodland Cemetery

McIntosh, Francis William (also denoted as Frances W. McIntosh and Fannie Tatham) – saved; age 6; C of E; school pupil; brother of Lavinia and Adeline F. McIntosh

Farmer, Charles -saved; res. Kansas City; nothing further is known of him

Farmer, Jane -saved; res. Kansas City; nothing further is known of her

Ferguson, male child – drowned (see Walter Martin Young)

Fewings, Edwin J. “Eddie” - saved; age 13, Congregational; son of and resided with George and Hannah E. (Evans) Fewings, ws Palace St. ws bet. Bond (Princess Ave.) & Central Ave.

Finch, Hezekiah J. (also denoted as H. Finch) - saved; age 23; Baptist; son of and resided with George & Violleda Finch, se cor. Colborne & Pall Mall; travelling agent for Burns & Lewis, wholesale clothiers, ss Dundas St., bet. Ridout & Talbot

Fisher, Emma Jane - drowned (see William Fryer)

Fitzgibbon, Richard (also denoted as James Fitzgibbons) - drowned; age 14; Roman Catholic; school pupil; son of and resided with James & Jane (O’Brien) Fitzgibbon, ne cor. Ridout and York streets; interred in St. Peter’s Cemetery

Fitzpatrick, Thomas “Fitz” - saved; age 53; C of E; messenger, G.W.R. night staff; res ns Mill St., bet. Talbot & George; he, Eliza Fitzpatrick, Alice Fitzpatrick, Thomas Fitzpatrick, Elizabeth Donaldson and Thomas Hickson were relatives of Samuel Hickson, res. ns Blackfriars St, west of Ann, London West

Fitzpatrick, Eliza - saved; age 60; C of E; wife of Thomas Fitzpatrick

Fitzpatrick, Alice - saved; age 20; C of E; dau. of and resided with of Thomas & Eliza Fitzpatrick

Hickson, Thomas (also denoted as Thomas Fitzpatrick) - saved; age 1; C of E; son of Joseph William & the late Mary Eliza (Fitzpatrick) Hickson; grandson of Thomas & Eliza Fitzpatrick, with whom he resided, and Samuel & Harriet (Mabin) Hickson

Fleming, John - saved; Simcoe St. Probably John Fleming, age 21, C of E, labourer

Fleming, John - saved; age 22, Canada Presb.; blacksmith; son of Robert & late Mary (Murray) Fleming; res. Wortley Rd.

Flint, Robert - saved; age 9, C of E; school pupil; son of Robert George & the late Eliza J. (Elson) Flint; his and his siblings were taken in by Eliza's sister and brother-in-law, Amelia Matilda (Elson) & Samuel Gibson, res. London West

Ford, Albert - saved; age 12; C of E; school pupil; son of and resided with William Sutton & Johanna(h) (Brown) Ford, es Rectory, north of Lovett, London East.

Ford, Emma - saved; res. Ripon; nothing further is known of her or the location of Ripon

Foster, Susan "Suzie" - saved; age 14; Presb.; school pupil; dau. of and resided with Robert & Jane Foster, ss [*sic*] Maddifar (now High) St., London South; Robert Foster was a peddler

Foster, Sarah - saved; age 9; school pupil; sister of Susan Foster

Foster, Susan - saved; London West; nothing further is known of her; possibly the same person as **Susan Foster** of London South

Foster, William - saved; age 30; Presb.; teamster with Great Western Railway; boarded with George C. & Mary Leadley nw cor. Waterloo & Horton

Fox, Marian - saved; res. London West; nothing further is known of her

Foxton, Jane Elizabeth "Jennie" (also denoted as Fox and Foxten) - drowned; age 26; Canada Meth.; attended the Toronto Normal School during its 48th session (Aug.-Dec. 1872); teacher, S.S. No. 3 Westminster; dau. of Catherine (Foxton) Whaley & the late Richard Foxton, formerly of Yonge Twp., Leeds Co.; interred in Clinton

Foxton, Mary Ann "Anna" "Annie" (also denoted as Fox and Foxten) - drowned; age 22; Canada Meth.; teacher at Blyth; sis. of Jennie Foxton; interred in Clinton

Whaley, William Henry "Willie" "Harry" (also denoted as Foxten) - drowned; age 7; Canada Meth.; son of Thomas & Catherine (Foxton) Whaley; half-brother of Jennie and Anna Foxton; interred in Clinton

Fraser, Miss - saved, Canada Presb. This "young lady" was one of the five daughters of Jane and the late Alexander Fraser, es Ridout St., bet. King & Dundas. The eldest dau. Elizabeth "Lizzie", age 25, operated a dress shop on the premises, while May, age 24, and Jessie, age 20, worked for her. Jessie, age 18, and Ada, age 16, attended school.

Fryer, William Sr. - drowned; age 60; Canada Meth.; widower; clerk for McLennan & Fryer, plumbers, bus. & res. with son-in-law Kenneth McLennan; ns Dundas St., bet. Clarence & Wellington; was together with Alfred Robert Fryer, Matilda Fryer, Mary A. McLennan, and Emma Jane Fisher

McLellan, Mary A. (Fryer) (also denoted as McLennan and Miss McLellen), - drowned; age 40; Canada Meth.; wife of Kenneth McLellan, plumber and gasfitter, of McLellan & Fryer, plumbers; dau. of William Fryer, Sr.; interred in Mount Pleasant Cemetery

Fisher, Emma Jane - drowned; age 8; Canada Meth.; dau. of David & Emma Jane (Fryer) Fisher, of Outremont, near Montreal; res. with aunt and uncle Mary A. (Fryer) & Kenneth McLennan granddaughter of William Fryer, Sr; interred in Mount Pleasant Cemetery

Fryer, John W. (also denoted as John T. Fryer) - saved; age 28; Canada Meth.; son of William Fryer, Sr.; co-owner with Kenneth McLennan of McLennan & Fryer, plumbers; res. Picton St.

Fryer, Emma (also denoted as Edison) - saved; age 30; Canada Meth.; wife of John W. Fryer; res. Dundas Street [Picton St.?)

Fryer, Alice L. - saved; age 2; b. Ontario; Canada Meth.; dau. of John W. & Emma Fryer; res Dundas Street [Picton St.?)

Fryer, Alfred Robert - drowned; age 23; Canada Meth.; son of William Fryer, Sr.; plumber; presumably worked for McLennan & Fryer, plumbers; interred in Mount Pleasant Cemetery

Fryer, Matilda (Baker) - drowned; age 20; Congregationalist/Canada Meth.; wife of Robert Fryer; had only been married a few weeks; dau. of James Baker, plasterer, for W.J. Cook of Concord St., Montreal; interred in Mount Pleasant Cemetery

Gahan, Joseph (also denoted as Gain) - drowned; age 17; C of E; high school student; son of and resided with Henry Bernhard & Mary Jane Gahan, ws John St., n of Ann, London West; interred in Wheatley

Galpin, Edward "Ed" - saved; age 54, C of E; hotelkeeper/prop. and tenant of the Victoria House/Victoria Restaurant, es Clarence St., bet King & Dundas

Galpin, Edward James, Jr. "Jimmie" "Jimmy" - saved; age 12; C of E; son of Edward James & Amelia (Ryall) Galpin

Gibbons, John J. - saved; age 32, Roman Catholic; married; dry goods merchant, ss Dundas St., bet. Richmond & Clarence; res. ns Dufferin Ave., bet. Salter (Prospect Ave.) & William

Gibling, Walter J. (*see John McConnell*)

Gilchrist, Ellen - saved; res. Maple St.; nothing further is known of her

Gilburn, John – *saved (see John Kilbourn)*

Glass, Matthew James - saved; age 24; Canada Presb.; teacher/principal, London West School; son of Matthew & Martha (Richardson) Glass; res. nw cor. Mill & Richmond,

Glass, Samuel Stewart - saved; 22; Canada Presb.; cleaner, Great Western Railway; res. Mill St., probably with his brother, Matthew James Glass

Glass, William Dignam “Willie” “Will” - drowned; age 23; Canada Meth.; son of Gilbert & Isabelle “Isabella” (Dignam) Glass with whom he resided, ns Hope St., 6 doors east of Colborne; clerk, Robinson, Little & Co., wholesale dry goods, es Richmond St., bet. York & King; was to be married to Fannie Cooper “in a fortnight”; interred in Mount Pleasant Cemetery

Cooper, Fanny Delilah (also spelt Fannie) - drowned; aged 19; Meth.; dau. of John & Mary Cooper and resided with parents, es Clarence St., 1 door south of Queen’s Ave; interred in Mount Pleasant Cemetery

Glavin, Mary Ann (McCarron) (also denoted as Mrs. M.J. Glavin and wife of Michael Glenn of McGillivray Twp.) - drowned; aged 27; Roman Catholic; wife of Michael Glavin, drayman; res. George St.; interred in St. Peter’s Cemetery

Glavin, Mary Isabella “May” - drowned; age 4; Roman Catholic; dau. of Michael & Mary Ann (McCarron) Glavin; interred in St. Peter’s Cemetery

Glavin, William, saved; res King St.; nothing further is known of him

Gleeson, William - saved; age 11; Roman Catholic; school pupil; son of Mary & the late James Gleeson, res. Thames St.

Gorman, Daniel “Dan” (*see Daniel O’Gorman*)

Gorman, Frank (*also denoted as Cornelius*) (*see Frank O’Gorman*)

Gorman, Charles “Charlie” – died of a probable heart attack after reaching the shore alive; age 13; Canada Meth.; school pupil and carrier for *The London Advertiser*; son of and resided with Edward & Elizabeth Jane “Eliza” (Osbourne) Gorman, ws Wellington St., 2 doors north of Horton; interred in Mount Pleasant Cemetery

Grafton, Mary Ann “Polly” (also denoted as Margaret, aged 19) - drowned; age 11; C of E; dau of and resided with Francis John & Matilda (Warren) Grafton, es Colborne St., es bet. Central & Pall Mall; interred in Mount Pleasant Cemetery

Graham, Simon Peter (also denoted as S.E. Graham) - saved; age 43; Wesleyan Meth.; machinist, son of Thomas & Ann (Powley) Graham; bus. and residence ns Gray St., bet. Wellington & Waterloo

Graham, Simon Peter, Jr. (also denoted as Simon G. Graham) - drowned; age 12; Episcopal Meth.; member of Sabbath School, Wellington Street Methodist Church; school pupil; son of Simon Peter & Alice Eugenia (Keyes) Graham; interred in Woodland Cemetery

Graham, Mary Eugenie (also denoted as Mary Jane) - drowned; age 10; Episcopal Methodist; member of Sabbath School, Wellington Street Methodist Church; school pupil; sister of Simon Peter Graham, Jr.; interred in Woodland Cemetery

Grant, James - saved; age 41, Presb.; carpenter; res. ws Maitland St., bet. Dufferin & Bond (Princess Ave.)

Grant, Sarah - saved; age 31, b. England; Presb.; wife of James Grant

Grant, William Edward - saved; age 1, b. Ontario; Presb.; son of James & Sarah Grant

Greenbough, John - saved; res. King St.?; nothing further is known of him

Grey, James (probably James Gray) - saved; res. Queen St.; nothing further is known of him with certitude

Griffith, Julia A. - drowned (see Alice Deadman)

Gruber, George - saved; age 26, Roman Catholic, cigarmaker/foreman, Joe. Smith's cigar factory; res. King St.

Gruber, Maria - saved; age 24, Roman Catholic; wife of George Gruber

Gruber, Frank - saved; age 5; son of George & Maria Gruber

Hall, George - drowned; age 29; C of E; married; clerk/salesman for Frank Smith & Co., wholesale and retail grocers, ns Dundas St., 2 doors west of Richmond; companion of George Gruber on the vessel; interred in St. James Cemetery, Toronto

Hall, Benjamin "Ben" - drowned; age 25; Meth.; was mistakenly identified as "a man named Jones of Hamilton"; sawyer/cabinetmaker, London Furniture Mfg. Co., furniture manufacturers, ns King St., bet. Richmond & Clarence; res. ss York St., bet. Thames & Ridout; interred in Mount Pleasant Cemetery

Hall, Mary - drowned; age 23 yrs.; Meth.; wife of Benjamin Hall; interred in Mount Pleasant Cemetery

Hall, Mary - drowned; age 1; Meth.; dau. of Benjamin & Mary Hall; interred in Mount Pleasant Cemetery

Hall, George - drowned (see George Gruber)

Hancock, Mary - saved (see John Henley)

Handy, Annie. (also A. and H.) (also denoted as Hardy) - drowned; age 30 yrs.; C of E; store keeper; wife of William Handy, carpenter/waggon maker for William J. Legg, waggon maker, ss Hamilton Road, east of Adelaide, London East; res. ws Wellington St., near Clark's Bridge; interred in Mouth Pleasant Cemetery

Handy, Nellie (also denoted as Hardy) - drowned; aged 3 yrs.; C of E; dau. of William & Annie Handy; interred Mount Pleasant Cemetery

Hardie, William Geddes (also denoted as William Hardy, William G. Hardy and Henry Hardie, Wm. Harey and William Harvey) drowned; age 36; Presb.; married; stoker/engineer at the London Insane Asylum; lived on the Governor's Road (now Dundas St.) nearly opposite Standfield's Hotel"; interred in Mount Pleasant Cemetery

Hardie, Alex. (also denoted as Alex. Hardee and Alex. Hardy) - saved; age 35; Presb.; brother of William Geddes Hardie; medical student; res. Wellington St.

Hardie, Elizabeth (also denoted as Elizabeth Hardy) - saved; age 39; b. Scotland; Presbyterian; wife of Alex. Hardy

Murphy, Minnie – saved; res. Colborne St.; sister-in-law of William Geddes Hardie

Lyons, Anna Bella "Annie" (also denoted at Miss Alice Lyons) - saved; age 24; C of E; wife of William Lyons, res. se cor. Miles & Piccadilly streets

Harper, David (see William Applegate)

Harrison, John J. - saved; age 56; Plymouth Brethren; hus. of Eliza Jane Harrison; wire weaver, bus. & res. sw cor of Simcoe & William streets

Harrison, Edward W. "Eddie" - saved; age 17; Plymouth Brethren; son of John J. & Eliza Jane Harrison with whom he lived; apprentice printer, *The London Advertiser*

Harrison, Henry J. "Harry" - drowned; age 8 yrs.; Plymouth Brethren; brother of Edward W. Harrison; interred in Mount Pleasant Cemetery. **Henry Anderson** was also interred in this Harrison lot

Haslett, Robert James (also denoted as James Haskett, Sen'r., Robert James Haslet) - saved; age 38; C of E; plumber, E. Rogers & Co., plumbers, steam and gas fitters, ns Dundas St., two doors west of Talbot; son of Thomas J. & Johanna (Rowe) Haslett; res. es Palace St., bet. Bond (Princess Ave) and Central

Haslett, Fanny Maria (Greep) (also denoted as Fannie, Haslet and Haskett) - saved; age 36; C of E; wife of Robert J. Haslett

Haslett, James Robert, Jr. (also denoted as Haslet and Haskett) - saved; age 7; C of E; son of Robert J. & Fanny Maria (Greep) Haslett

Hastings, Miss - saved; res. Dundas St. (No further information found.)

Hay, William (also denoted as Hayes and John Hay) - drowned; age 23; Presb.; teacher/-schoolmaster at Wilton Grove School, Westminster Twp.; son of Robert & Jennet (Fleming) Hay, Pinkerton, Greenock Twp., Bruce Co.; interred in Pinkerton, Bruce Co.

Hayman, Henry (also denoted as Heeman) - drowned; age 37; C of E; son of William Hayman & Susannah (Banks) Hayman; bricklayer, res. King St., London East; interred in Woodland Cemetery

Hayman, Mary Jane (England) - drowned; age 37 yrs.; wife of Henry Hayman; interred in Woodland Cemetery

Hayman, William Henry “Willie” (also denoted as Charles W. Hayman) - drowned; age 2; C of E; son of Henry & Mary Jane (England) Hayman; interred in Woodland Cemetery



The original and present gravestones of the Hayman family.

Note the use of the word “plundering” rather than “floundering” on the newer stone. The correct word should be “foundering.”

Hazen, Ida (also denoted as Ida Hayzen) - drowned; age 23; Canada Meth.; servant in the household of David & Maud May Logan, in Westminster Twp., in early April 1881; interred in Port Burwell

Hederan[?], Charles - saved; Simcoe St.; possibly Charles Hamilton, age 60, Roman Catholic; widower; labourer, res. ns Simcoe St., n.s. bet. Maitland & William

Henderson, John – saved; age 34; Canada Presb.; married; foreman; res. sw cor Dundas & Glebe streets, London East

Henley, John (also denoted as Hentoy) - saved; age 24; Bible Christian; bricklayer; res. Exeter; son of Ann Henley, widow

Henley, Albert - saved; age 14; Bible Christian; brother of John Henley; apprentice for and resided with family of Robert H. Yeo, ss Dundas St., 2 doors e of English, London East

Hancock, Mary - saved; res. Exeter; dau. of John Hancock

Southcott, Miss - saved; res. Exeter; there are too many young Southcott women in Exeter at the time to identify this “Miss Southcott.”

Herron, James (also denoted as Hearn and Heron) - saved; age 23, Wesleyan Meth.; cigar maker, Walsh, Rodenhurst & Co., cigar makers, es Richmond St., bet King & Dundas; res sw cor William & Nelson; mistakenly said to have drowned

Herron, Mary Ann (also spelt Heron)- drowned; age 20; Wesleyan Meth.; wife of James Herron; interred in Mount Pleasant Cemetery

Herron, James William (also denoted as William H.) - saved; age 22, Canada Presb.; bookkeeper for Cuthbert McCallum, wholesale and retail druggist, ss Dundas St., bet. Talbot & Market Lane; son of and resided with Rev. James C. & Catharine "Kate" (McEwen) Herron, ss Central Ave., bet. Waterloo & Colborne

Hickey, Katherine J. "Kate" (also denoted as Hickay) - saved; age 13; Roman Catholic; dau. of and resided with Frederick Edward & Margaret (Lahey) Hickey, ss St. James St., between William & Adelaide

Hickey, Margaret A. "Maggie" (also denoted Hickay) - saved; age 11; Roman Catholic; sister of Kate Hickey

Hickey, Frederick "Fred" (also denoted as Charles) - saved; age 1; Roman Catholic; brother of Kate and Maggie Hickey

Hicks, Edward - saved; res. London South; nothing further is known of him

Hicks, Lily - saved; res. Horton St.; nothing further is known of her

Hickson, Thomas - saved; see *Thomas Fitzpatrick*

Hill, Elizabeth - saved; age 32; Canada Presb.; Dundas St.; in April 1881 resided with the family of Daniel Hunter, engine driver, ss Gray St., 3 doors east of Wellington

Hobbs, Thomas Packer- saved; age 30, Meth.; married; carpenter, Ontario Car Company, es Rectory St., immediately south of the Grand Trunk Railway tracks; res. ws Colborne St., bet. Pall Mall & Piccadilly; son of Richard Friend & Elizabeth (Packer) Hobbs

Hogan, Horatio - saved; res. Waterloo St. (see *Henrietta Hogan*)

Hogan, James S. (also denoted as James Ogan) - saved; age 30, son of Michael & Jean (Steinson) Hogan; Presb.; married; labourer; res. ss Queen's Ave., e of Adelaide, London East

Hogan, Mary "Minnie" (also denoted as Hoggan) - drowned; age 11 yrs., Roman Catholic; school pupil; dau. of and lived with John & Mary Hogan, ws Waterloo St., bet. Victoria & Regent; interred in St. Peter's Cemetery

Hogan, Henrietta - saved; age 9; Roman Catholic; school pupil; sister of Minnie Hogan. This is believed to be the same person denoted as Horatio Hogan, saved, Waterloo St. in one newspaper source.

Hood, Fred. - saved; res. Dundas St. This would appear to be Frederick Hood, age 12, C of E, school pupil, son of and residing with Frederick S. & Sarah Hood, ss Dundas St., bet. Richmond & Clarence, rather than his father, Frederick S. Hood, age 52, C of E, gilder/picture frame manufacturer at the same address.

Horner, Robert (also denoted as Honner) - saved; school teacher; res. Westminster; nothing further is known of him

Housen, Henry (also denoted as Housan, Howsen and Howsend) - saved; age 16; C of E; son of and resided with John & Mary Eliza (Schetler) Housen, ss Hill St., 2 doors west of Adelaide

Howard, Mary (also denoted as Miss Howard) – saved (see Miss Ryan)

Howard, Samuel - saved; res Maitland St., married; res. es Maitland St., 2 doors north of Grosvenor;

Hunt, Charles - saved; age 16; b. Ontario; Canada Meth.; cigar maker; son of and resided with William & Sarah Jane Hunt at the family-run hotel, w.s. Wharncliffe Rd., London South

Hyman, Anna - saved; res. London East; nothing further is known of her

Ingram, Charles (also denoted as Mr. Ingram) - saved; age 35; Wesleyan Meth., married; railway employee/labourer, Great Western Railway; res. Horton St.

Irons, Rebecca (also denoted as Mrs. Irons and Mrs. Hines) - drowned; age 33; Presb.; widow; living with her two children with Archibald & Ann McIntyre, ss York St., bet Ridout & Thames; interred in Mount Pleasant Cemetery

Jarman, Charles E. - saved; age 21; son of and resided with William & Jane Jarman, sw cor. Bond (Princess Ave.) & Cartwright streets; clerk, Priddis Bros. (George and James), dry goods, ss Dundas St., 2 doors west of Richmond

Johnson, Thomas (also denoted as Johnstone) - saved; age 38; Baptist; farmer; lot 8, conc. 5, Lobo Twp

Johnson, Isabella Ferris/Firas/Feras “Bella” (Hill) - saved; age 32; Can. Presb.; wife of Thomas Johnson

Johnson, James Edward “Jimmie” (also denoted as T.E. and Thomas Edwards) - drowned; age 7; Baptist; son of Thomas & Isabella (Hill) Johnson; interred in Ivan Cemetery, Lobo Twp.

Johnson, Mary Ann - saved; age 6; Baptist; sister of James Edward Johnson

Johnson, Margaret Jane- saved; age 6 mos.; Baptist; sister of James Edward and Mary Ann Johnson; died March 6, 1976, Delaware Nursing Home; “last-known survivor of the worst tragedy in London”

Johnstone, Jane - saved; res Maitland St.; possibly the wife or dau. of John Johnston, carpenter, tenant residence at ws Maitland St., 2 doors north of Dufferin Ave.

Johnstone, Frederick (also denoted as Fred. Jackson) - saved; res. Maitland St.; son or brother of Jane Johnstone

Johnstone, Elizabeth - saved; dau. or sister of Jane Johnstone

Johnstone, John - saved; res Maitland St.

Johnstone, John - saved; res. Bond St.; nothing further is known of him

Jones, John - saved; age 36; Roman Catholic; married; tailor for Martin Gould, grocer and tailor, ws Wellington St., bet. Wellington & Bathurst; res. ne cor. York & Maitland streets

Jones, Flora A. "Annie" - drowned; age 11; Roman Catholic; dau. of John & Catherine Jones, in London; R.C.; interred in St. Peter's Cemetery

Jones, David (also denoted as Davis) - saved; age 10; Roman Catholic; brother of Annie Jones

Jones, Francis P. "Frank" - drowned; age 7; Roman Catholic; brother of Annie and David Jones; interred St. Peter's Cemetery

Jones, James – saved; age 5; Roman Catholic; brother of Annie, David and Frank Jones

Jones, Lizzie E.- drowned; age 15 yrs.; Canada Meth.; assumed dau. of Robert A. Jones, grocer and Kensington postmaster, store & res. ws Wharncliffe Rd., north of Dundas, London West; interred in Mount Pleasant Cemetery

Kelly, Charles - saved; age 13; Roman Catholic; son of and resided with Patrick & Catherine Kelly, ns Stanley St., near Wharncliffe Rd., London South

Kelly, John (also denoted as Mrs. Kelly) - drowned; age 24; C of E; labourer; an immigrant just out from England; had two sisters living in London; possibly John Kelley, age 25; farm labourer for William H. Richards, farmer, lot 11, con. 4, London Twp.; interred in Woodland Cemetery;

Kendrick, Maria Elizabeth - drowned; age 24; C of E; dressmaker; single; interred in Woodland Cemetery; res. es Adelaide St., London East, near the Globe Agricultural Works, sw cor. Dundas & Adelaide streets; presumably the dau. of William Kendrick, butcher, Frederick Rowland, pork packer, packing house ne cor William & Bathurst, res. ws (possibly es) Adelaide St., south of King or William Kendrick or Kenwick, painter, res es Adelaide St., 2 doors south of Dundas (can't locate on 1881 census).

Kenny, William - saved; res. London West. Possibly Andrew Kenney; age 32; Roman Catholic; married; chairmaker, res. n.s. Ann Street, e of John, London West

Kernohan, Margaret (also denoted as Maggie Kernahan) - saved; age 19; Presb.; res. Adelaide St., London East; dau. of Hugh & Ellen Kernohan, es Maitland St., bet. Grosvenor & Cheapside (1881 Census, Canada, Ontario, Dist. 170, London City, Sub Dist. 6, Ward 7, p. 40)

Kernohan, Mary (also denoted as Marie Kernahan) - saved; age 16; Presb.; sister of Margaret Kernohan; servant/domestic at res. of James Magee, barrister, ns Albert St., bet. Talbot & Richmond; res Adelaide St. London East

Kerns, John - saved; age 49; Roman Catholic; engine driver/engineer, Great Western Railway; res. Hill St.

Kerns, Martha (also denoted as Kearns, Mary) - saved; age 38; Roman Catholic; wife of John Kerns

Kilbourn, John Wesley (also denoted as John Kilburn and Gilburn) – saved; age 22; son of Harvey & Sarah (Hunt) Kilbourn; Canada Meth.; labourer/bricklayer; res. ss Kensal, west of Wharncliffe Rd., London South; mistakenly said to have drown

Kilbourn, Emma Amelia (Dennis) (also denoted as Kilburn) - drowned; age 19; dau. of Thomas Hawke & Amelia (Lang) Dennis; Canada Meth; wife of John Wesley Kilbourn; interred in Kilworth Cemetery, Kilworth.

Kilgour, Robert Daliet - saved; age 21; Canada Presb.; son of and resided with James & Mary Kilgour, south of Clark’s Bridge, London South; clerk for J. Kilgour & Son (James Kilgour), furniture dealers and undertakers, Cronyn Block, ss Dundas St. & Market Square

Land, Emma S. (also denoted as Lane) - saved; Plymouth Brethren; tailoress for John Glen, merchant tailor, ss Dundas St., bet. Ridout & Talbot; dau. of and resided with Edmund Kates & Elizabeth Mary (Tuff), Land, ss Horton St., bet. Ridout & Talbot

Laughlin, Eddie - drowned (see Edward Charles Coughlin)

Lavender, William Henry (also spelt Leavens) - saved; age 30; Roman Catholic; married; packer, Robinson, Little & Co., wholesale dry goods, es Richmond St., bet. York & King; res. ws Waterloo St., bet. Simcoe & Horton

Lavender, Elizabeth “Eliza” - saved; age 10; Roman Catholic; dau. of William Henry & Margaret (Wallace) Lavender

Lavender, Caroline (also denoted as Catherine) - saved; age 6; Roman Catholic; sister of Elizabeth Lavender

Law, John R. - saved; res es Waterloo St., bet. Dundas & Queen’s Ave.
Niece of John R. Law - saved

Lawrason, Louis Oliver, Jr. - saved (see William Duffield)

Lawrason, Francis Mark “Frank” - saved (see William Duffield)

Lawrason, Stephen Frederick “Fred” - saved (see William Duffield)

Lawrason, Arthur Lorne - saved (see William Duffield)

Lawson, John - saved; age 27, C of E; single; law student; son of and resident with Elosia, widow of Thomas Lawson, ne cor. Maitland & Piccadilly streets

Lawson, Elosia “Ella” (also denoted as Enosia) - drowned; age 20; C of E; single; sister of John Lawson; interred in Woodland Cemetery

Leitch, Clara - saved; single; nothing further is known of her; not on “official list” of survivors

Lindsey, George Brown - saved; age 13; Canada Meth.; school pupil; son of and resided with James & Mary Phoenix (Secord) Lindsay; ss King St., bet. Ridout & Talbot

Lister, Thomas (also denoted as Leester and Lester) - drowned; age 16; Wesleyan Meth.; clerk, Pocock Bros., boots and shoes, ss Dundas St., bet. Talbot & Market Lane; son of and resided with Esther Lister, tailoress and widow of Thomas Lister, ss Simcoe St., bet. Clarence & Wellington; interred in Mount Pleasant Cemetery

Little, James - saved; res. London South. This is believed to be James Little, age 68; Canada Meth.; gentleman (i.e. retired), who lived on Wharncliffe Road, London South

Little, Mrs. James – saved. This is believed to be Mary Little, age 64; Canada Meth.; wife of the above James Little.

Locke, Francis D. R. “Frank” - saved; age 9; Canada Meth.; school pupil; son of and resided with Benjamin & Mary Jane Locke, ns Dundas St., bet. Clarence & Wellington

Logan, William - saved; labourer, Carling’s Brewery; res ns Central Ave., bet. Colborne & Maitland

Logan, Mary - saved; wife of William Logan

Dundas, Mary “Mamie” - saved; age 42; Presb.; widow of Winslow Dundas; boarded with the family of James Land, es Cartwright St., bet. Dufferin & Bond (Princess Ave.); was with the Logans on board the *Victoria*

Logie, William (also denoted as Mr. Logie) - saved; age 20; Canada Presb.; teacher; son of and resided with William & Johanna/Joanna (Fyfe) Logie, ss Oxford St., bet. Wellington & Waterloo; not on “official list” of survivors

Loughrey, Elizabeth J. (also denoted as Miss L. Loughrey) - saved; age 24; Presb.; dau. of and resided with Archibald & Ellen Loughrey on ns Carling St., bet. Ridout & Talbot

Loughrey, Archibald (also denoted as Archie and Arabel) - saved; age 22, Presb.; son of and resided with Archibald & Ellen Loughrey

Lowe, John - saved; res Waterloo St.; nothing further is known of him

Luxton, Maggie (also denoted as Laxton) - saved; domestic; boarded at Queen’s Arms Hotel, Robert A. Carrothers, hotelkeeper/prop. sw cor Horton & Waterloo

Lynch, Francis “Frank” - saved; age 11; Roman Catholic; school pupil; son of and resided with John & Ellen Lynch, es Cartwright St., bet. Dufferin & Bond (Princess Ave.)

Lyman, Charles - saved; age 12; C of E.; school pupil; son of and resided with James A. & Mary Jane (Rawlings) Lyman; London South

Lyons, Anna Bella - saved (*see William Hardy*)

McBride, William – fatally injured/drowned; age 64, Meth.; city assessor/manager, es Richmond St., bet. King & Dundas; res ss Albert St., 2 doors west of Richmond; interred in Mount Pleasant Cemetery

McCarron, Mary - saved; widow of William McCarron; res. King St.; had originally been reported to have drowned, along with an unidentified grandson; may be the same Mary McCarron living on ns Mill St., bet Talbot & George, by 1884

McCarthy, John (also denoted as McCarty) - drowned; age 11; Roman Catholic; son of and resided with Jeremiah & Mary (Donoghue) McCarthy, ns Horton St., bet. Thames & Ridout; interred in St. Peter's Cemetery

McClure, Thomas - saved; res. London East. This is possibly James McClure, foreman cabinetmaker, res ns Dundas, w of Quebec, London East

McConnell, John - saved; age 35; Canada Presb.; married; blacksmith, owner of shop on ns King St., bet. Ridout & Talbot; res. ns Pall Mall St., 3 doors west of Miles

McConnell, Islay Arnold (also denoted as Alice) - saved; age 7; Canada Presb.; son of child John and May (Stevenson) McConnell

McConnell, Walter A. - saved; age 5; Canada Presb.; brother of Islay Arnold McConnell

McConnell, Robert S. - saved; age 3; Canada Presb.; brother of Islay Arnold and Walter A. McConnell

Darcy, James (also denoted as D'Arcy and Darch) - drowned; age 28, Roman Catholic; moulder, McClary Manufacturing Co., stove founders, ns York St., 2 doors west Wellington; res. Horton St, bet. Clarence & Wellington; interred in St. Peter's Cemetery

Gibling, Walter James - drowned; age 9; Congregational; interred in Mount Pleasant Cemetery; was with John McConnell on the steamboat; son of William John & Mary Ann (Cannell) Gibling; se cor. Pall Mall & William streets

McCormick, William - saved; res. King St. Believed to be William McCormick, age 30; Roman Catholic; labourer

McCoubrey, Alfred Ernest (also denoted as McCoubrey and McCowbrey) - saved; age 24; Presb.; bd at res of Miss Margaret Mitchell, ss Bathurst St., bet. Wellington & Waterloo

McDonald, John "Johnnie" - saved (see Thomas H. Smith)

McEllistrum (or McEllistrewn), Julia Ann - drowned; age 21; Presb.; confectioner; interred in Guelph (or Galt); nothing further is known of her

McGregor, John - saved; res. Westminster. There are too many with the name John McGregor in the Township in 1881 to positively identify which John McGregor this is.

McGurdy, Margaret – (also denoted as **Fanny McGurdy, Mrs. R. McGurdy and Margaret McGirby**) saved; Presb.; married green grocer, bus. and res. ws Richmond St., bet. Maple (now Dufferin Ave.) and Kent

McHugh, Mary (Fitzgerald) - saved; age 52; Roman Catholic; widow of Peter McHugh; dau. of Patrick & Ellen (Keleher) Fitzgerald; res. York St., ss. bet. Thames & Ridout

McIntosh, Francis - saved (see Sergt-Major Evan Evans)

McIntosh, Lily - saved (see Sergt.-Major Evan Evans)

McIntosh, Lavinia - saved (see Sergt.-Major Evan Evans)

McIntosh, Adeline F. - drowned (see Sergt.-Major Evan Evans)

McLean, James - saved; age 35, Canada Meth.; married; labourer; res. ss York St., w of Rectory, London East

McLennan, Mary A. (also denoted as McLellan) - drowned (see William Fryer)

McNorgan, Thomas - saved; age 44; C of E (Roman Catholic?); res. ns Grey St.; w of Waterloo; maltster for James Slater, maltster, ss York St., e of Clarence; not on “official list” of survivors

McNorgan, Mary (O’Brien) (also denoted as Mrs. Thomas) - saved; age 43, C of E (Roman Catholic?); wife of Thomas McNorgan; not on “official” list of survivors

McNorgan, William - saved; age 19; C of E (Roman Catholic?); res. ws Clarence St., 2 doors north of South; blacksmith/helper, Phoenix Foundry (John Elliott & Son)

McNorgan, Eliza (also denoted as McMorgan) - drowned; age 22; Presb.; Eliza appears to have been known as Mrs. McBean in Port Huron, where she actually lived and was on a visit to London; presumably her first husband was surnamed McBean; possible wife of William McNorgan or his older brother Thomas McNorgan, Jr; interred in Mount Pleasant Cemetery

McPherson, Katherine “Kate” “Katie” “Kitty” (also mistakenly denoted as Mary) - drowned; age 13; Canada Presb.; school pupil dau. of Jennette “Jessie” (Michael) McPherson and the late Donald McPherson; res. ns Saunby St. near Gunn, London West; interred in St. Andrew’s Church Cemetery

McPherson, Mary P. “May” - drowned (see Nellie Morrison)

McQueen, Alex. - saved; head master/teacher, apparently in London South rather than in London; boarded at the residence of Julia Jarvis, widow of Robert Jarvis, sw cor. Elmwood Ave. & Edward St., London South

McRoberts, John (also denoted as McRobert) - saved; age 14; Canada Meth.; son of and resided with Jesse McRoberts, widow of William McRoberts, es John St., s of Queen, London West

McVean, Frank - saved; age 20, Presb.; single; news vendor for Thomas G. Davey, manager of the Railroad News Co., G.W.R. Passenger Depot; son of Mary and the late Peter McVean; resided with his

mother sw cor. of Gray & Colborne streets

Simmons, Sophia - saved; res. London West; the four members of the Simmons family are believed to have been the “three or four friends” with whom Frank McVean had spent the day at Springbank; nothing further is known of them

Simmons, James - saved; res. London West

Simmons, Furtner? - saved; res. London West

Simmons, Ernest - saved; res. London West; he is believed to have been the Ernest to whom one of Frank McVean’s friends “said to his brother, ‘Ernest, you stick tight to me, and don’t let go.’” as the *Victoria* capsized.

McVicar, McVicker, or McVickers, John - drowned (see John M. Vickers)

Mackey, Mary (also denoted as MacKey and Mackay) - saved; age 40; C of E; widow of Thomas H. Mackey; res. se cor. Richmond & Clarence streets

Mackay (also spelt Mackay and McKay), Gertrude V. - drowned; age 17; C of E; single; dau. of Mary Mackey and the late Thomas H. Mackey; lived with her mother; interred in Woodland Cemetery

Maddeford, William (also denoted as Maddaford and Maddiver) - saved; age 25; C of E; blacksmith; son of Ann (Dunn) Maddeford and the late John Maddeford, resided with his mother ns Bruce St., 3 doors west of Queen (Ridout), London South; initially reported as having drown; not on “official list” of survivors.

Madden Mary “May” - drowned; age 16; Roman Catholic; dau. of Peter & Anne Madden; resided with parents ss Pall Mall, bet. Waterloo & Colborne; interred in St. Peter’s Cemetery

Madden, Elizabeth “Lizzie” - drowned; age 13; Roman Catholic; sister of Mary Madden; domestic at the residence of Richard McBride, clerk/tinsmith for Samuel McBride; res. 89 ss Fullarton St., bet. Ridout & Talbot

Macgee, Frederick William “Fred.” (also denoted as Frank and Magee); saved; age 14; Meth.; son of and resided with John James & Martha (Sutton) Magee, ns York St., 3 doors west of Adelaide. John J. Macgee was a hoop and lumber rule manufacturer, ss. Dundas, east of Adelaide, London East

Macgee, Harvey “Harry” (also denoted as Magee) - drowned; age 12; school pupil; Meth.; brother of Frederick William Macgee; interred in Mount Pleasant Cemetery

Short, William Edward “Willie” (also denoted as Shortt and Shore) - drowned; age 15; Canada Meth.; son of Reuben Edward and the late Elizabeth F. (Scott) Short. Resided with his father, a shoemaker, and stepmother, ss York St., west of Glebe, London East; interred in Mount Pleasant Cemetery

Major, Charles Edward (also denoted as Mayor) - drowned; age 12 yrs.; C of E; son of Matilda F. and the late Peter B. Major; res. nw cor. Clarence & Simcoe streets; interred in Woodland Cemetery

Maloney, Delia - drowned; age 22; b. in United States (Ireland); RC; dress maker; resided with the family of George & Ellen Burns, ns Maple St. (Dufferin Ave.), bet. Talbot & Richmond; interred in St. Peter’s Cemetery; most probably a sister of Ellen Burns

Marham, Rose (Etheridge) - saved; age 44; Canada Meth.; wife of Charles Hugh Marham; res. William St.

Marham, Rosetta Ann “Rosie” - drowned; age 8; Canada Meth.; dau. of and resided with Charles & Rose (Etheridge) Marham; interred in Mount Pleasant Cemetery

Martin, George William (also denoted as George Nukins) - drowned; age 14; Canada Meth.; school pupil; son of William Edward & Mary Jane (Nixon) Martin of Dorchester South Twp.; interred in Aylmer Cemetery, Aylmer, Elgin Co.

Matthews, Charles Albert - saved; age 23; C of E; night editor of *The London Advertiser*; res. ns Leslie St., bet. Centre St. & the Thames River, London West

Matthews, Annie - drowned; age 23; C of E; wife of Charles Albert Matthews; interred in Woodland Cemetery

Matthews, George William - drowned; age 2; C of E; son of Charles Albert & Annie Matthews; interred in Woodland Cemetery

Matthews, Charles Albert, Jr. - saved; age 1; C of E; brother of George William Matthews

Maynard, Eliza - saved; res. Maple St.; nothing further is known of her

Melbourne, Charles (also denoted as Millburn) - saved; age 17; Canada Presb.; printer, *The London Advertiser*; son of and resided with Agnes (Cowan) Melbourne and the late Andrew Melbourne; res. ss Albert St., 3 doors east of Talbot

Meredith, John Walsingham Cooke – fatally injured/drowned; age 72; C of E; clerk of the Division Court, justice of the peace, agent Phoenix Fire Insurance Company of London, England, ns Dundas St., bet. Ridout & Talbot; res. sw cor. Talbot & Albert; interred in Woodland Cemetery; oldest person to have died in the Victoria Day Disaster.

Meredith, Louisa Jane - saved; age 24; C of E; dau. of John Walsingham Cooke & Sarah (Pegler) Meredith; resided with parents

Merritt, John Carrington - saved; age 57; C of E; married; co-owner of J.C. Merritt & Co., wholesale boot and shoes, ns Dundas St., bet. Richmond & Clarence; res. se cor. Piccadilly & Wellington; not on “official list” of survivors

Merritt, John C., Jr. - saved; age 12, C of E; son of John C. & Elvira (Mandeville) Merritt

Merritt, Charles F. - saved; C of E; brother of John C. Merritt, Jr.

Middleton, Janet - drowned (*see Alice Deadman*)

Millman, William Hockin McKinley (also denoted as McKay, McKimby, McKinley) - fatally injured/drowned; age 36; C of E; married; son of Alfred McKinley & Jane Elizabeth (Metcalf) Millman; travelling agent/commercial traveller for Messrs. S. Greenshields, Son & Co., Montreal; res. ns Litchfield (Central Ave.), bet. Talbot & Raglan; interred in Woodland Cemetery

Millman, Ontario H. McKinley (also denoted as McKay, McKimby, McKinley) - drowned; age 8; C of E; son of William Hockin McKinley & Sarah Elizabeth (Turville) Millman; interred in Woodland Cemetery

Millman, Turville H. "Turvey" McKinley (also denoted as McKay, McKimby, McKinley) - drowned; age 6; C of E; brother of Ontario H. McKinley Millman; interred in Woodland Cemetery

Mitchell, John A. - saved; age 33; C of E; single; druggist for Bossom A. Mitchell, wholesale druggist, ns Dundas St., bet. Ridout & Talbot; son of and resided with Bossom A. & Annie Mitchell, ns King St., bet. Wellington & Waterloo.

Mitchell, Peter Alan - saved; age 18; Presb.; gardener; son of and resided with John & Ann (Sandeman) Mitchell, se cor. Bond (Princess Ave.) & Cartwright

Mitchell, Mary – saved (see Marian Barker)

Montgomery, Robert Oliver - saved; age 30; Canada Meth.; married; leather commission merchant, warehouse, 52 Colborne Street, Toronto; son of Thomas & Mary Montgomery

Moon, Catherine "Kate" - saved; age 33; C of E, wife of John Moon, mechanic, res Bathurst St.

Moon, Edward - saved; res London East; nothing further is known of him

Moon, Frank - saved; res London East; nothing further is known of him

Mooney, Frederick T. "Fred" - drowned; age 17; Bible Christian; cigar maker; son of and resided with Hiram C. & Mercy Mooney, ss Queen's Ave., bet Elizabeth & English, London East; interred in Mount Pleasant Cemetery;

Moore, John (also denoted as Moor) - saved; age 22, C of E; married; builder; res. London South/Westminster; believed to be the J.B. Moore, who was on the doomed vessel with his wife and two children and who were described as "St Marys people"

Moore, Frances (also denoted as Francis Moor) - saved; age 22; C of E; wife of John Moore

Moore, Elizabeth (also denoted as Moor) - saved; age 6 mos.; C of E; dau. of John & Frances Moore

Morkin, Martin (also denoted as Ed. Morkin, an older brother) - saved; age 15, Roman Catholic; porter at Morkin's Hotel; son of and resided with Thomas & Mary (Cooney) Morkin at Morkin's Hotel, ws Richmond St., bet. Albert & Litchfield (Central Ave.)

Morris, William (also denoted as Morrison) - saved; age 43; Presb.; carpenter; res. ws Horne St., near Beecher, London South

Morris, Margaret – saved; age 43, Presb.; wife of William Morris

Morris, William James - saved; age 13; Presb.; son of William & Margaret Morris

Morris, Margaret "Maggie" - saved; age 11; Presb.; sister of William James Morris

Morris, Anna - saved; age 9; Presb.; sister of William James and Maggie Morris

Morrison, John Rennie - saved (See Nellie Morrison)

Morrison, Margaret “Peggy” (McDonald) (also denoted as Morristown) - saved; age 41; Roman Catholic; widow of Ronald Morrison; res. York St

Morrison, Nellie (also denoted as Willie) - drowned; age 15; Presb.; dau. of James & Mary Ann(e) (Murray) Morrison. James Morrison was a dry goods and gents’ furnishings merchant, bus. and res., 4 Anderson Block, London East; interred in Mount Pleasant Cemetery

Morrison, John William “Johnnie” - drowned; age 13; Presb.; brother of Nellie Morrison; had tried to save others after saving himself; interred in Mount Pleasant Cemetery

Morrison, Robert Skene “Bertie” - saved; age 9; Presb.; school pupil; brother of Nellie and Johnnie Morrison

Morrison, William James “Willie” (also mistakenly denoted as “Bertie”) - drowned; age 4; Presb.; brother of Nellie, Johnnie and Bertie Morrison; interred in Mount Pleasant Cemetery

McPherson, Mary Paterson “May” - drowned; age 15; Presb.; dau. of and resided with Archibald & Margaret (Murray) McPherson; res. ss Litchfield St. (Central Ave.), 2 doors west of Richmond; cousin of Nellie, Johnnie, Bertie and Willie Morrison, Margaret (Murray) McPherson and Mary Ann(e) (Murray) Morrison being sisters; interred in Mount Pleasant Cemetery

Morrison, John Rennie - saved; age 8; Canada Presb.; school pupil; son of and resided with William & May (Wilson) Morrison, res. ns Fullarton St., 3 doors west of Richmond; cousin of Nellie, Johnnie, Bertie and Willie Morrison, their paternal grandparents being John & Janet (Rennie) Morrison

Mortimer, Thomas Tuckett (also denoted as Mortimore) - saved; age 25; C of E; son of George & Elizabeth Mortimer; clerk/salesman for John Green & Co., wholesale dry goods, etc., se cor. Ridout & Carling; res. ss Bond St. (Princess Ave.), bet. Waterloo & Colborne

Mortimer, Mary Elizabeth (Wallace) Mortimer - saved; age 22; C of E; wife of Thomas T. Mortimer

Mulrooney, Matthew (also denoted at Mathew Mulrone) – Roman Catholic; teamster, boarded with James Kiley ws Colborne St., bet. Central & Pall Mall

Murphy, Minnie – saved (see William Geddes Hardie)

Murray, Daniel William “Dan” - saved; age 21; Roman Catholic; son of Thomas G. & Ellen (Lynum) Murray, Sr.; machinist, Bennet Bros., manufacturer of church and school furniture, ws Talbot St., bet. Carling & Fullarton; boarded at the residence of Miss Jane Bugler, ns John St., bet. Talbot & George

Murray, Thomas G., Jr. - saved; age 15, Roman Catholic; brother of Dan Murray; cabinetmaker, Bennet Bros.; boarded at the same residence as his brother

Dwyer, John (also denoted as Dewar and O’Dwyre) - saved; age 28; Roman Catholic; painter; son of and resided with Joseph Emanuel & Margaret (Eddington) Dwyer, ns John St., bet. George & Richmond

Murray, Mary - saved; aged 17; Presb.; tailoress; res. Marshall St., London East; dau. of Thomas & Agnes Nancy (Lake) Murray, ns King St., 2 doors west of Adelaide

Murray, William - saved; res. London East. This is believed to be William Murray, age 15, born in Ontario; Presb.; wool carder; brother of Mary Murray

Mustill, Priscilla (also denoted as Precilla Mustil) - drowned; age 11; C of E/Canada Meth; dau. of John Mustill, blacksmith/horseshoer, ss King St., bet. Talbot & Richmond; res. ss Craig St. west of Queen (Ridout), London South

Nichol, Herman (also denoted as Harmon and Nicholas) - saved; age 11; Canada Presb.; son of Thomas & Mary Nichol, ns Hill St., w of Rectory, London East

Nixon, William - drowned; age 14 yrs.; Meth.; son of a farmer; interred in Brick Street Cemetery, Westminster Twp.; nothing further is known of him

O'Brien, Thomas (also denoted as John) - drowned; age 19; Roman Catholic; labourer; res. London; interred in St. Peter's Cemetery

O'Callaghan, Thomas E. (Also denoted as O'Callagan) - saved; age 31; Roman Catholic; merchant/grocer, ss Dundas St., 2 doors west of Talbot; res. ws Ridout St., bet. Dundas & Carling; son of Catherine O'Callaghan, widow who resided with him; not on "official list" of those saved

Sister of T.E. O'Callaghan (Also denoted as O'Callagan) – saved; Possibly Maggie R. O'Callaghan; age 18; Roman Catholic; lived in the O'Callaghan household; not on "official list" of those saved

O'Connell, Annie – saved; nothing further is known of her

O'Connell, Maria Sarah "Mary" (also denoted as Connell) - drowned; age 16 yrs.; Roman Catholic; believed to have been a feather worker at C.S. Hyman & Co., tanners and boot and shoe manufacturers; dau. of John O'Connell, labourer, C.S. Hyman & Co.; res. nw cor. Sydenham & Wellington streets; interred in St. Peter's Cemetery

O'Gorman, Daniel (also denoted as Daniel and Dan Gorman) - saved; age 45; Roman Catholic; married; commercial traveller/auctioneer; res. sw cor. Waterloo & Dundas streets

O'Gorman, Frank (also denoted as Frank or Cornelius Gorman) – saved; age 10; Roman Catholic; school pupil; son of and resided with Daniel & Mary A. O'Gorman

Oliver, Margaret - saved; age 27; C of E; wife of Hamilton Oliver, clerk; res. ss King William St., bet. Mary St. & Ferguson Ave., Hamilton

Oronhyatekha, Elinor "Ellen" Karakwinch ("moving sun") (nee Hill) - saved; age 37; C of E; wife of Samuel R. Oronhyatekha ("burning cloud") (baptised Peter Martin); physician, bus. es Richmond St., bet. King & Dundas; res. ns Litchfield St. (Central Ave.), 2 doors east of Raglan (St. George)

Oronhyatekha, Catherine Evangeline Karakwineh - saved; age 16; C of E; dau. of Dr. Samuel R. & Elinor (Hill) Oronhyatekha

Oronhyatekha, William Acland H. Beyoronyanthe - saved; age 12; C of E; son of Dr. Samuel R. & Ellen (Hill) Oronhyatekha

Oronhyatekha, Henry Wentworth Herbert Shorihowaneh “Shorih” - drowned; age 10, C of E; son of Dr. Samuel R. & Ellen (Hill) Oronhyatekha; interment at Tyendinaga Indian Reserve, Bay of Quinte

Osborne, Walter (also denoted as Water and Osborn) - saved; age 13; C of E; school pupil; son of and resided with Alfred Henry Peter & Mary Ann (Goodwin) Osborne, res ss Walker Street, London West

Owens, male child - saved; initially, it was reported that the child and his brother had drowned in the disaster; not on “official list” of survivors; nothing further is known of him

Owens, male child - saved; brother of the above; not on “official list” of survivors; nothing further is known of him

Paladino, Louis “Lew” (also denoted as Leu Polidino) - saved; age 14; Roman Catholic; son of the resided with Carmelo & Marie (Benenati) Paladino, se cor Fullerton & Talbot streets; maternal uncle of the future bandleader Guy Lombardo.

Parks, Thomas E. (also denoted as Parkes) - saved; age 30; Episcopal Met; machinist; res ss Horton St., bet. Richmond & Clarence streets

Parks, Elizabeth - saved; age 28; Episcopal Meth.; wife of Thomas E. Parks

Parks, Jane - saved; age 5; Episcopal Meth.; dau. of Thomas E. & Elizabeth Parks

Parks, John - saved; age 4; Episcopal Meth.; brother of Jane Parks

Parks, Thomas - saved; age 2; Episcopal Meth.; brother of Jane and John Parks

Parks, Mabel - saved; age 1; Episcopal Meth.; sister of Jane, John and Thomas Parks

Pendergast, Andrew - saved; res. Hill St.; nothing further is known of him

Pendergast, Susan - saved; res. Hill St.; nothing further is known of her

Pendergast James - drowned; age 36; Roman Catholic; tanner, C.S. Hyman & Co., res. nw cor. Maitland & Queen (now Regina) streets; interred in St. Peter’s Cemetery;

Pendergast, Hannah (or Maria) - drowned; age 36, Roman Catholic; wife of James Pendergast interred in St. Peter’s Cemetery

Pendergast, John – saved; age 50, Roman Catholic; carpenter/mechanic, res. nw cor. Colborne & Hill streets

Perkins, James (also denoted as Perkin) - saved; age 45; butcher; shop ss Dundas St., 3 doors west of Wellington; res. ne cor. Maitland & Pall Mall streets

Perkins (or Perkin), James - drowned; age 9, Presb.; school pupil; eldest son of James & Elizabeth (St. Clair) Perkins; interred in St. Andrew’s Presbyterian Cemetery

Perrin, Edward “Ed” - saved; age 9; Wesleyan Meth.; son of and resided with Finley Beattie & Ann (Quigley) Perrin, ss Simcoe St., bet. Richmond & Clarence

Pike, Mrs. – drowned (*see Thomas Breeze*)

Pile, Samuel “Sam” (also denoted as Pyle, Pike and Pehis) - drowned; age 23; Meth.; son of Robert & Susan (Dolling) Pile of England; baker for Henry H. Gore, ws Richmond St., bet. Maple (now Dufferin Ave.) & Kent; sister of Pamela (Pile) Poole of Lambeth, Westminster Twp.; interred in Trinity Churchyard, Lambeth

Pilkey, Joseph (also denoted as Pilrey) - drowned; age 18; body claimed by a woman from Hamilton as that of her husband; interred in Hamilton; nothing further is known of him

Plant, Frank - saved; age 17; C or E; printer, *The London Advertiser*; son of Uriah & Louisa Shrader (Jones) Plant; resided with the family of his brother William Plant, machinist, ne cor. William & York streets

Platt, Charles - saved; age 12, C of E; son of and lived with Frederick & Ellen (Ford) Platt, ns Litchfield St. (Central Ave.), ns bet. Raglan (St. George) & Richmond streets

Portwood, William Joseph - saved; age 9; C of E; school pupil; son of and resided with Joseph & Agnes Jane (Symonds) Portwood, nw cor. King & Wellington streets

Prescott, George - saved; 38; Canada Meth.; married; carpenter; res ss Oxford St., 2 doors east of Richmond

Prescott, Emma - drowned; age 14; Canada Meth.; school pupil; dau. of George & Catharine Ann (Lipsett) Prescott; interred in Mount Pleasant Cemetery

Prescott, Nellie - drowned; age 13; Canada Meth.; school pupil; sister of Emma Prescott; interred in Mount Pleasant Cemetery

Pringle, George W. – saved (*see Robert Reid*)

Quinn, Mary (also denoted and Margaret) - drowned; age 15; Roman Catholic; dau. of and resided with William & Mary Quinn, ne cor. of Waterloo St. & Central Ave.; interred in St. Peter’s Cemetery

Ranton, Samuel - saved; age 32; Canada Meth.; married; school teacher & editor; res. ne cor. Richmond & Cheapside; not on “official list” of survivors

Reidy, Mary Ellen “Nelly” (also denoted as Reedy/Reid) - saved; age 19; Roman Catholic; dressmaker; dau. of and resided with John & Jane (McNeil) Reidy, ss Beech St., London South.

Reidy, Mary Jane (also denoted as Reedy) – saved; age 17; Roman Catholic; sister of Mary Ellen and Michael Reidy

Reeves, Joseph “Joe” - saved; age 28; Roman Catholic; fireman; res ns Dundas St., bet Clarence & Wellington, in the same building as Benjamin & Mary Jane Locke (see above: **Locke, Francis D. R. “Frank”**)

Reeves, Mary Ann - saved; age 26; C of E; wife of Joe Reeves

Reid, Robert - saved; of Hamilton and connected with the Mono Iron Works there; not on official list of survivors

Pringle, George Wright - saved; age 19; Canada Presb.; son of and resided with John & Harriet Scott (Wright) Pringle, ns Queen's Ave., bet. Clarence & Wellington; machinist for David Darvill, stove manufacturer, founder and machinist, ws Talbot St., bet. King & Dundas; friend of Robert Reid; not on "official list" of survivors

Regan, Alfred Maybee - saved; age 28; Canada Meth.; son of Patrick & Lucinda Regan; music dealer/manager, Richard S. William's music store, ss Dundas St., bet. Clarence & Wellington; res. Ridout St.

Robertson, adult male - saved; res. Indianapolis, ID; nothing further is known of him.

Robertson, James (also denoted as Thomas Robertson) - died of injuries or drowned; age 40; C of E; manager, Bank of British North America, se cor. Richmond St. & Queen's Ave.; interred in Woodland Cemetery

Robinson, James - saved; bookkeeper in J. White & Co.'s store, Queen St., St. Mary's; one of two "young men" from St. Mary's who were on the *Victoria* when she foundered

Brickenden, J. - saved; an adult male; believed to have been the other of the two "young men" from St. Mary's; not on "official list" of those saved; nothing further is known of him;

Rodenhurst, William D. (also denoted as R.D.) - saved; co-owner of Walsh, Rodenhurst & Co. cigar makers, es Richmond St., bet. King & Dundas streets; res. ss Askin St., London South

Rodenhurst, Alice - saved; dau. of William D. Rodenhurst

Roe, Frederick "Fred" (also denoted as Rae) - drowned; age 17; C of E; labourer, res. London or Westminster; interred in Woodland Cemetery

Rogers, David - saved; res. Wellington St.; nothing further is known of him. This is possibly the same person as J. Rogers, plumber, initially listed as drowned and, variously listed as James Rogers, age 44, Canada Meth., brass fitter, presumably for Stevens, Turner & Burns, brass founders and finishers, etc. se cor. Bathurst & Richmond streets, of which his brother-in-law, Thomas Stevens, was co-proprietor and as manager of E. Rogers & Co., plumbers, steam and gas fitters, ns Dundas St. bet. Ridout & Talbot; res. ss. Dundas St., bet. Wellington & Waterloo

Rolling, Rev. William (also denoted as Rollins) - saved; age 29; pastor, Bible Christian Church; boarded with John Friend, baker, res. ss Bruce St., east of Teresa, London South

Ruse, Samuel Henry (also denote as Frank and Harry Rouse, York St.) - saved; age 19; Meth.; tinsmith for McBride & Boyd, ns Dundas bet. Richmond & Clarence; son of and resided with Samuel & Jane (Edwards) Ruse, ns York St., bet. Maitland & William

Ryan, Miss - saved; young woman; dau. of John Ryan, Sergt. Major 7th Fusiliers; probably either Mary A. Ryan, age 15, cigar maker or Mariah Ryan, age 14, pupil; Roman Catholics; daughters of and residing with John & Mariah Ryan in Ward 6, London, bounded by Waterloo, Dundas, Adelaide & Oxford streets; not on "official list" of survivors

Howard, Mary (also denoted as Miss Howard) – saved; age 10; Roman Catholic dau. of Patrick & Susan Howard with whom she resided on es Cartwright St., bet. Central Ave. & Bond (Princess Ave.). This is probably the same person denoted as Mary Howard, res. Dufferin Ave.; not on "official list" of survivors

Sage, James - saved; res. London South. Believed to be Joseph Sage, age 13; C of E; son of and resided with Jessie & Lydia (Primrose) Sage, ns Askin St., London South

Scott, Alice - saved; single; worked at the London Asylum in London Twp.; res. London East; nothing further is known of her

Scott, Jane – saved; believed to be a sister of Alice Scott and to also have also worked at the London Asylum; nothing further is known of her

Scott, Benjamin - saved; age 50; Canada Meth.; bricklayer/mason; res York Ave., Strathroy

Scott, Hannah (Gillan) - saved; age. 43; Canada Meth.; wife of Benjamin Scott

Scott, Alice - saved; age 11; Canada Meth.; dau. of Benjamin & Hannah (Gillan) Scott

Scott, Eva Rose (also denoted as Rosa and Eva) - saved; age 9; Canada Meth; sister of Alice Scott

Scott, Catherine Cecilia "Kate" - saved; age 6; Canada Meth.; sister of Alice and Eva Rose Scott

Scott, William - saved; an "elderly man," initially said to have drowned; carpenter; res. ss Ann St., 2 doors east of Talbot.

Scott, Jane - drowned; age 58 yrs.; Presb., wife of William Scott; interred in First Presbyterian Church Cemetery

Shane, Henry (also denoted as Shawn, Shay, and Thane) - drowned; age 12; Wesleyan Meth.; son of and resided with John & Ann Shane, ns Simcoe St., bet. Richmond & Clarence; interred in Mount Pleasant Cemetery

Shayer (or Shayre), Alfred - drowned (see John Baskerville)

Shipley, George Marsh - saved; age 29; C of E; son of late George & Elizabeth (Marsh) Shipley and Elizabeth Bell; miller; res. lot 29?, con. 1, East Williams Twp.

Shipley, Elizabeth Ann "Lizzie" - drowned; age 26; C of E; sister of George Marsh Shipley with whom she resided; interred at Falkirk (Carlisle), East Williams Twp.

Shipley, James Christopher - saved; age 23; C of E; farmer; brother of George Marsh and Lizzie Shipley with whom he resided

Shipley, Mary Phyllis "Minnie" - drowned; age 21; C. of E.; sister of George Marsh, Lizzie and James Christopher Shipley with whom she resided; interred at Falkirk (Carlisle)

Stewart, John (also denoted as Alexander) - saved; of the Paisley and Ailsa Craig Agricultural Implement Works

Short, James (also denoted as J. Sheers and “J. Shires, city”) - drowned; age 12; C of E; school pupil; son of Job & Nettie Ellen (Mahoney) Short with whom he resided, ss York St., bet. William & Adelaide; interred in Woodland Cemetery; Job Short was a bricklayer

Short (or Shortt), William E. “Willie” – drowned (see Harvey “Harry” Magee)

Siddons, John - saved; age 53, C of E; married; customs officer/appraiser, Custom House, ne cor. Richmond & Queen’s Ave; res. ss Stanley St., London South; initially listed as drowned

Siddons, Charles John (also denoted as Charley) - drowned; age 13; C of E, school pupil; son of and resided with John & Esther (Milburn) Siddons; interred in Woodland Cemetery

Siddons, Frederick Lewis (also denoted as Roderick) - saved; age 5; C or E; brother of Charles John Siddons

Simmons, Sophia - saved; res. London West (see Frank McVean)

Simmons, James - saved; res. London West (see Frank McVean)

Simmons, Furtner? - saved; res London West (see Frank McVean)

Simmons, Ernest - saved; res. London West (see Frank McVean)

Simpson, Alexander - saved; age 35; Canada Meth.; married; shoemaker at J.C. Merritt & Co., wholesale boot and shoes, ns Dundas St., bet. Richmond & Clarence; son of William & Margaret (Stuart) Simpson; res. ss York St., bet. Ridout & Talbot

Simpson, Mary Sidney (Gilmore) - saved; age 27; Canada Meth.; dau. of Matthew & Mary Gilmore; wife of Alexander Simpson

Simpson, Charles Robert “Charley” - saved; age 5; Canada Meth.; school pupil; son of Alexander & Mary Sidney (Gilmore) Simpson

Skinner, William Henry “Will” - saved; age 20; Meth.; piano tuner, A. & S. Nordheimer, pianos and organs, Oddfellows’ Block, ns cor. of Dundas & Clarence streets; son of and resided with William J. & Emma Harriet (Saunders) Skinner

Skinner, Lillie (also denoted as Lillia, Lily and Lizzie) - drowned; age 17; Meth.; dress maker; sister of Will Skinner; interred in Mount Pleasant Cemetery

Smart, Elizabeth (Coughlin) - drowned; age 26; C of E; wife of Henry “Harry” Smart, printer, *The London Free Press*; res. ns Dundas St., bet. Clarence & Wellington; dau. of John Joseph & Lydia Ann (Marshall) Coughlin, es Maitland St., bet. Pall Mall & Piccadilly; interred in Woodland Cemetery

Smart, George - drowned; age 5; C of E; son of Harry & Elizabeth (Coughlin) Smart; interred in Woodland Cemetery

Smart, Laura (Lora) - drowned; age 10 mos.; C of E; sister of George Smart; interred in Woodland Cemetery

Swayzie, Jane “Jennie” (Coughlin) (also denoted as Swaizie and Coughlay) - drowned; age 18; C

of E; sister of Elizabeth Smart; had married Joseph Johnson Swayzie, boxcutter, Hendershot & Co., paper box manufacturer, McCormick Block, London East, the evening before she drowned; interred in Woodland Cemetery

Coughlin, Edward Charles (also denoted as Edwin, Eddie Laughline, Langhlin, Laughry and Loughrey) - drowned; age 9; C of E; brother of Elizabeth (Coughlin) Smart and Jennie (Coughlin) Swayzie; interred in Woodland Cemetery

Smith, Alex – saved; not on “official list” of those saved. Possibly Alex Smith, age 39, b. Presb.; married; blacksmith/carriage hardware manufacturer; bus. and res. es Waterloo, possibly bet. Bathurst & York

Smith, Mrs. - saved; wife of Alex Smith; not on “official list” of those saved. Possibly Isabella Smith, wife of the above Alex Smith, age 38; Presb.

Smith, child - saved; child of Alex and Mrs. Smith; not on “official list” of those saved; probably the child initially listed among the drowning victims, as the “Little son of A. Smith, city.” Possibly Albert Smith, the youngest child of Alex & Isabella Smith, age 7; Presb.; school pupil

Smith, Edwin Albert - drowned; age 14; C of E; clerk; son of Thomas Francis & Tabitha Trushell (Hill) Smith; resided with his maternal uncle and aunt, Frederick Trushell & Louisa Maria (Embling) Hill, ws William St., bet. Central Ave. & Piccadilly; interred in Mount Pleasant Cemetery

Smith, Harvey (also denoted as Harvy) - drowned; age 21; Meth.; store keeper, interred in Brick Street Cemetery, Westminster Twp

Smith, Mary Jane (Weatherhead) - drowned; age 45; Canada Meth.; widow of Thomas Smith; res. ns South St., bet. Wellington & Waterloo; interred in Mount Pleasant Cemetery

Smith, Minnie (also denoted as Smyth) - drowned; age 17; dau. of and resided with Mary Jane Smith; clerk/decorator, at China Hall in London; interred in Mount Pleasant Cemetery

Weatherhead, James - drowned; age 38; brother of Mary Jane Smith; maltster, Carling’s Brewery; res. London; interred in Mount Pleasant Cemetery

Smith, Orville Edward - drowned; age 21; Canada Meth.; son of and resided with Edward Smith & Martha Ann Smith of Westminster Twp; butcher, ne cor. Wortley Rd. & Bruce St., London South; said to have lived in London; interred in Mount Pleasant Cemetery

Smith, Harriett E. “Hattie” - saved; age 16; Canada Meth.; sister of Orville Edward Smith

Dennis, Hannah - drowned; age 29; Wesleyan Meth.; single; dau. of Lydia and the late Lewis Dennis of Trafalgar Twp., Halton Co.; cousin of Orville Edward and Hattie Smith; interred in Palermo Cemetery, Palermo, Trafalgar Twp.

Smith, Thomas H. - saved; age 24, C of E; married; moulder, res. Dundas St., London West; had charge of the refreshment room on the *Victoria*

McDonald, John “Johnnie” – saved; age 8; Roman Catholic; brother-in-law of Thomas H. Smith; son of and resided with James & Mary (Higgins) McDonald, possibly on sw cor. of Wharncliffe Rd. & Walnut St., London West

Soper, William (also denoted as Williams W.M. Soper) - saved; age 32; Meth.; travelling agent; boarded at the Clarence House, nw cor. Clarence & King streets

Soper, Eliza - saved; age 13, Meth.; dau. of William & Mary Soper

Southcott, Miss - saved; from Exeter (see John Henley)

Southcott, Miss – saved; res. London East. Believed to be Louise Ann “Louisa” Southcott, age 20; Bible Christian; dau. of John & Ann (Cann) Southcott of Exeter

Southcott, Mary- saved; age 18; Bible Christian; dressmaker; dau. of and resided with James & Mary (James) Southcott, ne cor Simcoe & Henry streets. Mary and Louisa Ann Southcott were first cousins, their common paternal grandparents being William & Mary (Jerman) Southcott. The three Southcott women definitely related.

Spearman, Maggie (also denoted as Sperman and Spearem) - saved; age 23; Roman Catholic; dau. of and resided with Patrick & Mary Spearman, ne cor. Horton & Thames streets

Spearman, Ellen - saved; age 22; Roman Catholic; sister of Maggie Spearman; living with parents

Spearman, Millery? (probably Mary) - saved; age 16; sister of Maggie and Ellen Spearman; living with parents

Spry, Abraham W. - saved; 53; Meth.; married; merchant tailor; bus. and res. ns Dundas St., bet. Clarence & Wellington

Stevens, Thomas (also denoted as Thomas Stephens and Frank Stevens) - saved; 34 yrs.; Roman Catholic; carpenter, res. ss Saunby St., London West; initially listed as drowned

Stevens, Mary (also denoted as Stephenson) - drowned; age 35; wife of Thomas Stevens; she and her children were variously identified as Roman Catholic, C of E and Methodist; interred in Woodland Cemetery

Stevens, Ellen (also denoted as Ellias) - drowned; age 13; dau. of Thomas & Mary Stevens; pupil at London West School; interred in Woodland Cemetery. This may be the person denoted in one newspaper source as Georgie Stevens whose name was to be placed on a memorial tablet as a pupil of London West School and which tablet was to hang in the entrance of the school.

Stevens, Thomas (also denoted as John) - drowned; age 5; brother of Ellen Steven; pupil at London West School; interred in Woodland Cemetery

Stevens, Margaret Mary - drowned; age 3; sister of Ellen and Thomas Stevens; interred in Woodland Cemetery

Stewart, Elizabeth “Lizzie” (also denoted as Stuart and Steward) - drowned; aged 18; Roman Catholic; servant/ domestic at the Queen’s Arms Hotel, Robert A. Carrothers, proprietor, sw cor. Horton & Waterloo streets; interred in St. Peter’s Cemetery

Stewart, John - saved (see George Shipley)

Sullivan, John - saved; age 20; Roman Catholic; shoemaker; son of and resided with Maurice A. & Hannah Sullivan, ws Richmond St., bet. Albert & Litchfield (Central Ave.).

Swanwick, Elizabeth “Eliza” “Lizzie” - saved; age 25; C of E; dau. of and resided with Allen J. & Catherine Swanwick; es Rectory, north of Grey, London East

Swanwick, Letitia “Letitia” (also denoted as Lotticia) - drowned; age 24; C of E; sister of Eliza Swanwick; resided with family; interred in Woodland Cemetery;

Swayzie, Jane “Jennie” - drowned (see Elizabeth Smart)

Tatham, Herbert - saved (see Sergt.-Major Evan Evans)

Tatham, Emma? - saved (see Sergt.-Major Evan Evans)

Tatham Dolly - drowned (see Sergt.-Major Evan Evans)

Tatham, Fannie? - saved (see Sergt.-Major Evan Evans)

Thomas, Tracy - saved; res. King St. Nothing further is known of this person who may in fact have been Thomas Tracy whose identity is uncertain.

Thompson, William - saved; age 24; Canada Meth.; son of William & Jane (O’Hare) Thompson of North Dorchester Twp.; a reporter for *The London Advertiser* and wrote the first report of the Victoria Day Disaster; res. “Waverley Place,” Central Ave.

Tierney, Mary - drowned; age 14; Roman Catholic; dau. of Ann and the late John Tierney; res. sw cor. Waterloo & Cromwell streets; interred in St. Peter’s Cemetery

Till, Thomas Edwin “Ed” (also denoted as Edward) - saved; age 17; Canada Meth.; apprentice printer, *The London Advertiser*; son of and resided with George & Ann Till, ss Maple St. (Dufferin Ave.), bet. Ridout & Talbot

Tillmann, Anthony T. (also denoted as Tillman) - saved; age 12, Roman Catholic; school pupil; son of Annie Marie “Ann Mary” (Freiburger) Tillmann and the late Anton “Anthony” Tillman; resided with his mother, a grocer, who operated her business at her residence, ss Blackfriars St., London West

Townsend, Rachel - saved; res. Bathurst St.; nothing further is known of her.

Tremeer, George Prickman. (also denoted as Tremcer, Tremcer and Tremer) - drowned; age 13; Meth.; pupil at London West School; son of and resided with George Thomas Henry & Elizabeth Tuckett (Mortimore) Tremeer, ss Leslie St., London West; interred in Mount Pleasant Cemetery

Tremeer, Willie M. (also denoted as Tremer) - drowned; age 11; Meth.; brother of George Prickman Tremeer; pupil at London West School; interred in Mount Pleasant Cemetery

Tytler, Jessie (also denoted as Jessy) - saved; age 28; Canada Presb.; dau. of and resided with John & Margaret Tytler, ns Carling St., bet. Ridout & Talbot

Van Iderstine, Thomas (also denoted as VanIderstine) - saved; age 36; Bible Christian; carpenter and co-proprietor Van Iderstine & Seccombe, bailed hay and feed store, ns Dundas St., ns bet.

Wellington & Waterloo; res. ws Waterloo St. bet. King & Dundas; not on “official list” of survivors

Vick, Richard Henry “Rich” (also denoted as Richard A.) - drowned; aged 17; C of E; son of and resided with Richard & Julia D. Vick, es. Adelaide St., near Elias, London East; store clerk, Laing & McPherson, dry goods, sw cor Dundas & Richmond streets; interred in Mount Pleasant Cemetery

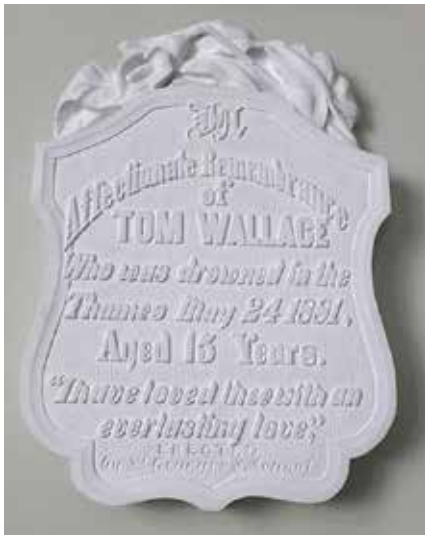
Vickers, John M. (also denoted as McVicar, McVicker, McVickers and J. M. Vicker) – drowned; age 25; C of E; miller, resided with and in partnership with John L. McKellar, farmer and miller, of Komoka (owner of lot 2, con. 1, Lobo Twp.) interred “in country” (Lobo Twp.?)

Coy, Jessie (also denoted as Miss Cox) - saved; 22; resided with her parents, John & Sarah Coy of Mount Bridges (owner of S½ lot 20, con. 1, Caradoc Twp.)

Wall, John - drowned; age 33; Baptist; res. in London; shoemaker; interred in Mount Pleasant Cemetery

Wall, Martha - drowned; age 26; Baptist; wife of John Wall; interred in Mount Pleasant Cemetery
Baptist

Wallace, Thomas J. “Tom” (also denoted as Thomas T.W. and John J) - drowned; age 16; C of E; son of and resided with Peter & Agnes (Pringle)Wallace, es Albion St, London West; denoted as both a tobacconist and a pupil of London West School; interred in Woodland Cemetery



Memorial Plaque to Tom Wallace,
Donated by St. George’s Sunday School
and Installed on the Wall of St. George’s
Anglican Church, London West.

Walsh, Patrick “Pat” - drowned; age 20; Roman Catholic; confectioner; son of and resided with Edward & Eliza Walsh, ss Central Ave., bet. Maitland & Palace; interred in St. Peter’s Cemetery

Walsh, Joseph “Joe” (also denoted as George) - drowned; age 17.; Roman Catholic; confectioner; brother of Patrick Walsh; resided with parents; interred in St. Peter’s Cemetery

Wandby, John (also denoted as Waddy, Waudby, and Waudbie) - saved; age c. 51; Meth.; widower; gentleman; res. Main St.?, Glencoe; only resident of Glencoe on board the ill-fated boat

Weatherhead, James - drowned (see Mary Jane Smith)

Weatherson, Alex - saved; res. Port Stanley Rd.; nothing further is known of him.

Webb, Arthur T. - saved; age 17; C of E; son of and resided with Thomas Pierce & Elizabeth Ann (Johl) Webb, sw cor. Hamilton Rd. & Adelaide; clerk, Wright Brothers, grocers, nw cor. Blackfriars & Ann streets, London West, with whom he may at times have resided

Webster, Robert, Jr. - saved; age 32; Congregational; blacksmith for George Jackson, plow manufacturer, nw cor. Fullarton & Richmond; son of and resided with Robert & Isabella Webster, nw cor. Talbot & Queen's Ave.

Westman, William B.D. "Willie" - drowned; age 14; Canada Meth.; son of and resided with Alfred & Catherine (McDougall) Westman; clerk, most likely for his father Alfred Westman, hardware, ss Dundas St., 2 doors east of Talbot, and McCormick's Block, ss Dundas St., east of Adelaide; interred in Mount Peasant Cemetery

Westman, Alfred Douglas (also denoted as Albert Weston said to reside on Wortley Rd.) - saved; age 15; Canada Meth.; cousin of Willie Westman; son of William Douglas & Mary (Gregory) Westman; resided with and clerk for his uncle Alfred Westman

Whately, Clement "Clem" (also denoted as Clements) - saved; age 20; C of E; dry goods clerk, Priddis Bros., dry goods, ss Dundas St., 2 doors west of Richmond; son of and resided with Edward & Ellen Whately, ss Sydenham St., 2 doors west of Richmond

Whaley, Willie Henry - drowned (see Jane Elizabeth Foxton)

Wheaton, Henry - saved; res. Talbot St.; nothing further is known of him; possibly William Wheaton, age 59, Canada Meth.; married; res. ns cor. Talbot & Queen's Ave.

Wheeler, Hannah "Annie" – saved; age 18; C of E; dau. of and resided with Ellen (Hawman) Wheeler, widow of Alfred "Duke" Wheeler; res. ss Fullarton St., bet. Ridout & Talbot

White, George - saved; age 46; C of E; proprietor of Forest City Machine Works (later George White and Sons), manufacturer of steam engines and boilers, ss King St., bet. Ridout & Talbot; res. ss Stanley St., London South he, his "two daughters and brother also had narrow escapes"

White, Ann (also denoted as Annie Charlotte) - saved; age 21, C of E; dau. of and resided with George & Susan (Baker) White, London South

White, Florence - saved; age 14; C of E; sister of Ann White

White, John - saved; res. "Fifth Concession"; possibly the brother of George White noted above

Whitney, George S. - saved; age 22; Canada Meth.; single; tinsmith; son of and residing with F.A. Whitney, widower; Seaforth, Huron Co.

Whittaker, Henry (also denoted as Whitecome?) - saved; age 11; Meth.; school pupil; son of and resided with James & Ruth (Mercer) Whittaker, ss King St., 2 doors east of William

Williamson, Henry (also denoted as Henry Westworth) - saved; age 29; C of E; labourer; res. Adelaide St., London East; as Henry Westworth initially denoted as having drowned

Williamson, Alice - drowned; age 30; C of E; wife of Henry Williamson; interred in Woodland Cemetery

Williamson, Edward - drowned; age 8; C of E; son Henry & Alice Williamson; interred in Woodland Cemetery

Willis, Arthur - saved; age 28; Meth.; son of and resided with William & Sarah (Kernohan) Willis, ne cor. of King & William; clerked for his father, owner of Wm. Willis & Co., lumber and shingles, immediately east of the Grigg House, ne cor. of York & Richmond streets

Wilson, Archibald D. (also denoted as Archdale McD. Wilson) - saved; foreman for Cuthbert McCallum, wholesale and retail druggist, ss Dundas St., bet. Talbot St. & Market Lane; res. ss Colborne St., bet. Richmond & Clarence

Wilson, Gordon - saved (see Rosetta Bailey)

Wilson Ralph - saved (see Rosetta Bailey)

Wilson, John - saved; res. South Dorchester Twp. Probably John Wilson, age 19, C of E, son of and resided with John Wilson, widower and farmer, South Dorchester Twp., Elgin Co.

Wilson, Nicholas R. - saved; age 25; C of E; owner, Nicholas Wilson & Co., merchant tailors and gents' furnishing goods, ns Dundas St. bet. Talbot & Richmond; res nw cor. Colborne & Bond (Princess Ave.) streets; son of Nicholas "Old Nick" Wilson, teacher, and his wife the former Sarah O'Brien

Wilson, Elizabeth (Thompson) (also denoted as Mrs. Nicholas Wilson) - saved; age 22; C of E; wife of Nicholas R. Wilson

Wocks?, Eliza - saved; Fullerton St.?.; nothing further is known of her

Wonnacott, William (also denoted as Wannacott) - drowned; age 19; C of E; tinsmith; son of and resided with George & Mary Eliza (Derry) Wonnacott, ss Simcoe St., bet. Maitland & William: interred in Mount Pleasant Cemetery

Woods, Maggie - saved; single; res. Gore of London. This would appear to have been **Margaret Maud "Maggie" Woods**, age 4, Canada Presb.; dau. of and resident with John & Agnes (Sterrit) Woods; John Woods, lot 6, con. B, London Twp.; if so, owing to her age, she would have had to be in the company of at least one other passenger

Woolley, Martha Albertha "Bertha" – saved (see Ransom Dolbear)

Woolley, William H. - saved; age 50; Canada Meth.; grocer, res. ns Dundas St., east of English, London East

Yates, Joseph M. "Joe" - saved; age 26; Meth.; cooper/clerk, Beaver Engine and Machine Works, ns York

St., bet. Ridout & Talbot; son of Jane (Magee) Yates and the late William Lowry Yates; resided with his mother and brother Ernest, sw side Hamilton Rd., bet. Adelaide & Maitland

Yates, Ernest Lowry - saved; age 24; Meth. pattern maker, Beaver Engine and Machine Works, brother of Joseph M. Yates; lived at same res.

Young, Walter Martin (also denoted as Martin Ferguson, Joseph and William Young, and son of H. and Martin Ferguson) - drowned; age 9; C of E; school pupil; son of Lucy Ann (Ferguson) and the late Joseph Martin Young; res. ns Dundas St., 2 doors west of Colborne; maternal nephew of Martin Henry Ferguson, co-owner of Ferguson & Co. grocers, ss Dundas St., bet. Talbot & Market Lane; interred in Trinity Anglican Cemetery, Birr, London Twp

Young, Leonard - saved; res. Parkhill; possibly Alexander Young, age 19; Canada Presb.; son of and resided with Matthew & Jessie M. Young; printer of the Parkhill *Gazette*

Young, Martha - saved; dau. of and resident with Sarah Young, ne cor Horton & Richmond; also resided with her two sisters, Jennie and Sarah J. Young, milliners

Among the above passengers were:

A teacher at S.S. No. 18, (Masonville), London Twp. – saved

An unmarried female who was with a male cousin named Jim and drowned

Two nephews of Ambrose Bryce Powell of A.B. Powell & Co. who drowned

Two Heroic Skinny Dippers

LeClear, John “Johnnie” “Johnny” (also denoted as Le Clare, Leclare, Leclair and LeClaire) – drowned; age 15; C of E; son of Sephronia and the late Jacob LeClear; lived with mother ss Bruce St., east of Wortley Rd., London South; believed to have been the “young man with only a shirt on” and to have been among those who worked the hardest at “rescuing the perishing” and in saving “a great number”; interred in Woodland Cemetery

Wiseman, Glenville George (also denoted as Wisman, Glenrith and Glenpith) - drowned; age 13; C of E; confectioner, D.S. Perrin & Co. factory, wholesale confectioners and biscuit manufacturers, ns Dundas, bet. Ridout & Talbot; son of and resided with William Walter & Ellen Eva (Baker) Wiseman London South/London; was entirely naked and, with “a young man with only a shirt on”; was among those who worked the hardest at “rescuing the perishing” and in saving “a great number”; later, found “in a nude state in the river” and pulled out a corpse; interred in Woodland Cemetery

Apocrypha

Baskerville, Lizzie - drowned; said to have been a dau. of a workman at Carling’s brewery and to have drowned according to *The London Free Press*, May 25, 1881 but there is no further confirmation that a person of this name was even on the boat; John Baskerville’s wife was Lydia and their young daughters Georgina and Agnes

Boone, John - drowned; aged 22; res. London West; possibly the baker for John Ranahan, ss Dundas St., bet Clarence and Wellington; not on “official list of victims, any of the local cemetery records or in Ontario Death Register

Brown, Lillie, age 16, drowned according to a newspaper source published on May 25th, but there is no further confirmation that a person of this name was even on the boat. Not in Ontario Death Register

Burns, James – Albert St.; drowned according to a newspaper source published on May 30th; not on “official list” of victims or located in any of the local cemetery records; he appears to be James Burns the brewer who was boarding Albert St., ss, one door east of Richmond; not only did he not drown, it is uncertain whether he was even on the fatal last trip of the *Victoria*

Burridge, John G. – saved; son of John & Patience Burridge; claimed in 1951 to have been on the ill-fated last trip, but no contemporary evidence found

Clarke, John – drowned according to a newspaper source published on May 25th; there is no evidence of this or that he was even on the boat; shoemaker; res ss Simcoe St., bet. Wellington & Waterloo

Connelly, Maria – spinster; res. Richmond St.; drowned according to a newspaper source published on May 25th; there is no evidence of this or that such a person was even on the boat

Davidson, Thomas – drowned according to two newspaper accounts, neither on the “official list” of victims nor in the Ontario Death Register

Gibson, eldest dau. of George Gibson – drowned, according to two newspaper accounts; neither on the “official list” of victims nor in the Ontario Death Register. Believed to be Mary Lueze Gibson, age 16, Canada Meth.; eldest dau. of and resided with George & Hannah (Southam) Gibson, ss. Ann, west of Napier, London West; George was a bricklayer

Goss, Annie F. – drowned, according to two newspaper accounts; res. London; neither on the “official list” of victims nor in the Ontario Death Register; no evidence that such a person lived in London at the time

Hobbs – Two little boys of Thomas Packer Hobb’s brother were said to have drowned but there is no evidence any of Hobb’s brothers even immigrated to North America

Kelly, Mrs. – drowned according to a newspaper source; “address not ascertainable”; there is no evidence of this or that such a person was even on the boat

Laskey, Grace Louise (Guyman) (also denoted as Mrs. Laskey and Laskey) – drowned according to a newspaper source; age 20; C of E; wife of William John Laskey, messenger, Bank of Montreal; res. s.s. Fullarton St., 3 doors east of Talbot; not on “official list” of drownings or believed to have been on the boat; died Feb. 16, 1938, London, ON

Laskey, William John, Jr. - drowned according to a newspaper source; age 4; C of E; son of William John & Grace Louise (Guyman) Laskey; not on “official list” of drownings or believed to have been on the boat; died June 17, 1939, Ferndale, MI

McAllister, Annie – drowned according to two newspaper accounts; single; furrier, Marshall & Gouinlock, wholesale hats, caps and furs, ns Dundas St., bet. Ridout & Talbot; boarded at res. of Thomas E.J. Parkes, ss Horton St., bet. Richmond & Clarence; neither on the “official list” of victims nor in the Ontario Death Register

McDonald, female – drowned according to one newspaper account; single; from Goderich; neither on the “official list” of victims nor in the Ontario Death Register

McRoberts, Misses - drowned; res. Clandeboye. These two presumed sisters are neither on the “official list” of deaths nor the Ontario Death Register for May 24, 1881; moreover, the only two single McRoberts females who might have fit the bill were Margaret “Maggie” age 14 and Rebecca Jane “Reba” McRoberts daughters of James and Martha (Langford) McRoberts of Biddulph Twp. and they died on May 14, 1959, in Burnaby, BC and May 20, 1929, in London, Ontario respectively; could this have been a mistaken reference to the Misses Willson of Birr or more likely to Lizzie and Minnie Shipley of East Williams Twp. who did drown and who were interred at Falkirk (Carlisle) East Williams Twp.? See Shipley above and Willson below

O'Rourke, Lawrence - drowned according to a newspaper source; age about 15 yrs. It is believed that both the given and surname are incorrect for someone who actually was a victim of the *Victoria* Disaster

Phillip(s), child - saved; initially said to have drowned; child of John Phillip(s) of London; not on “official lists” of the victims or of those saved or on the 1881 Census for London

Phillip(s), child - saved; initially said to have drowned: another child of John Phillip(s); not on “official lists” of the victims or of those saved or on the 1881 Census for London

Pike, William – drowned according to a newspaper source; neither on the “official list” of victims nor in the Ontario Death Register. This might be William Pike, age 13, b. USA; C of E; school pupil, who, in April 1881, was living with John & Susan Lane, on lot 7, con. B, London Twp; John Lane was a hotel keeper; William might also be the son of Joseph and Charlotte Pike (see above); again, he might be the same person denoted as William F. Price (see below)

Price, William F. – saved; the identity of this person is unknown; there is a slight possibility that it might be William F. Price, age 21, b. Ontario; C of E, gentleman, of the town of Thorold, Welland Co.; there is also the possibility that this might be the same person as William Pike (see above)

Smith, Elizabeth (also denoted as Mrs. Smith) – saved according to a newspaper source; age 26, Wesleyan Meth.; formerly of Parkhill; wife of Nelson Smith, police constable; res es Colborne St., bet. Bond (Princess Ave.) & Central Ave.; no evidence that she was on the last trip of the *Victoria*

Willson, Misses (also spelt Wilson) - drowned; James Grant, the compiler of the “official list” of deaths was not able to verify the deaths of these two Willson sisters, reportedly buried at Birr in London Twp., nor are they listed in the Ontario Death Register for May 24, 1881. Moreover, no single Willson/Wilson sisters have been found living in the Birr area at the time of the 1881 census. Again, it is probable this was a mistaken reference to Lizzie and Minnie Shipley of East Williams Twp. who did drown.

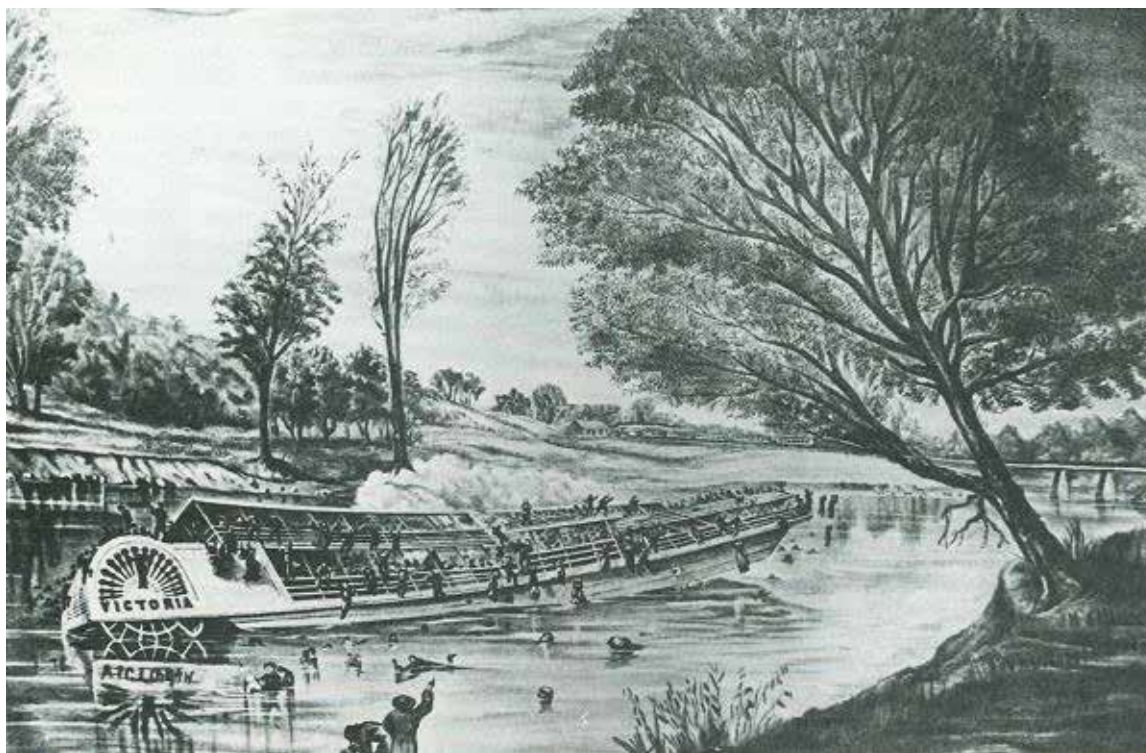


The *Victoria* Keeling to Port



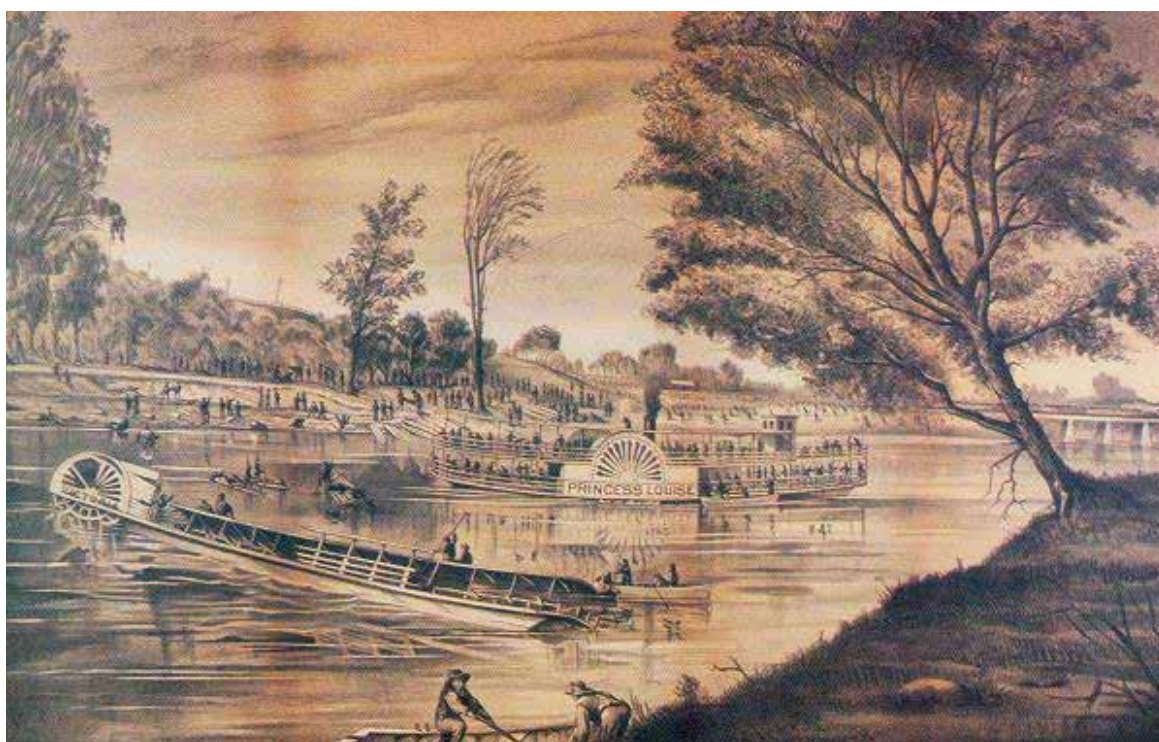
“The Collapse of the Pleasure Steamer *Victoria*”

Sketched by Frederic Marlett Bell-Smith for Canadian Illustrated News, Montreal, June 4, 1881



The Capsizing of the *Victoria*

Hugh Johnston, artist Toronto Litho Co., publisher



The *Princess Louise* Arrives to Give Assistance

Hugh Johnston, artist Toronto Litho Co., publisher



Searching for bodies by the light of a bonfire



"Searching for Bodies by Torchlight"
Sketch by Charles Stephenson

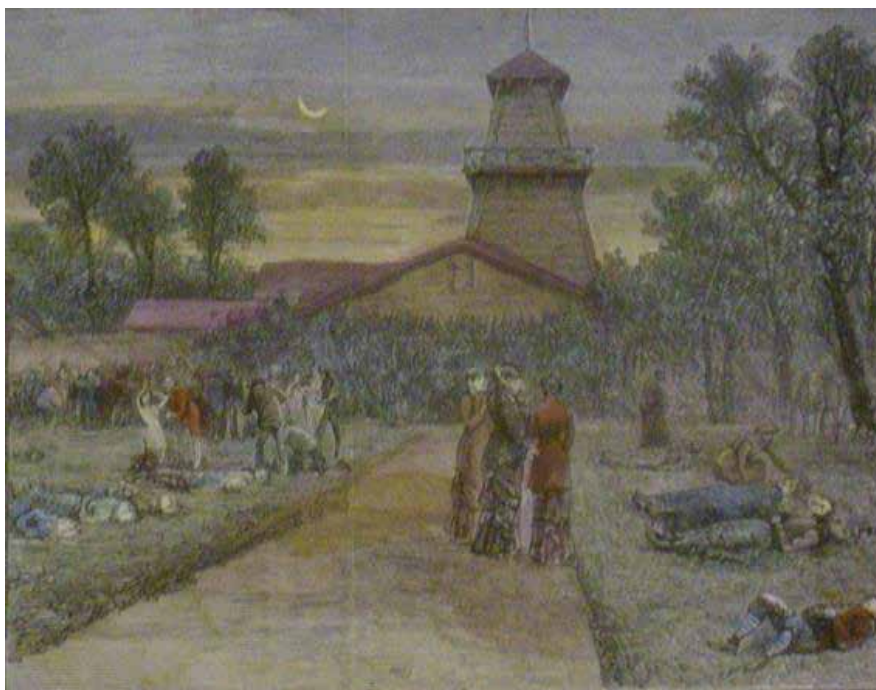


“Recovering the Bodies”

Sketched by William Lees Judson for *Canadian Illustrated News*, June 4, 1881



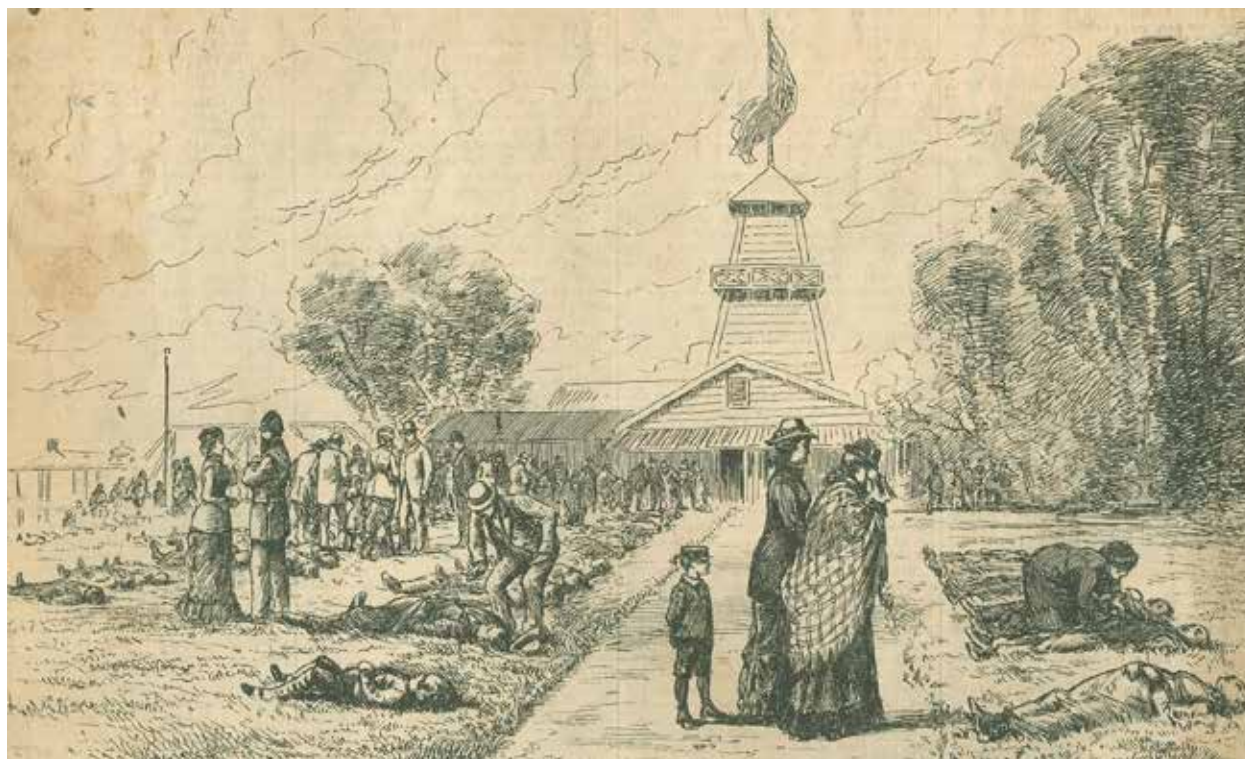
Identifying the Dead along the Right Bank (London Township Side) of the River



Identifying the Bodies Laid Out in the Gardens of the Sulphur Baths at the Forks of the Thames



The Agony of Identifying the Dead at the Sulphur Baths

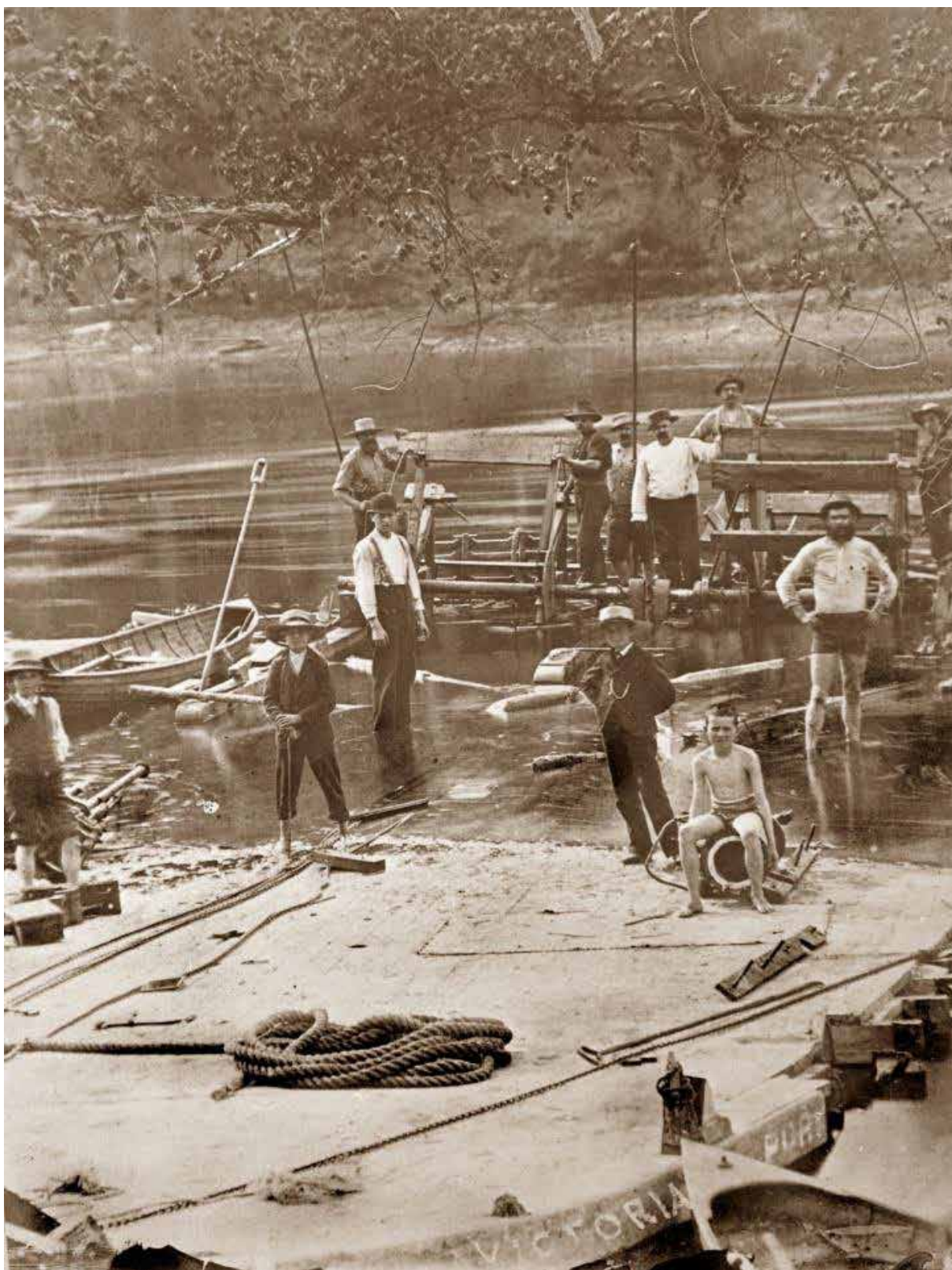


“Dawn at Sulphur Springs – Identifying the Dead”

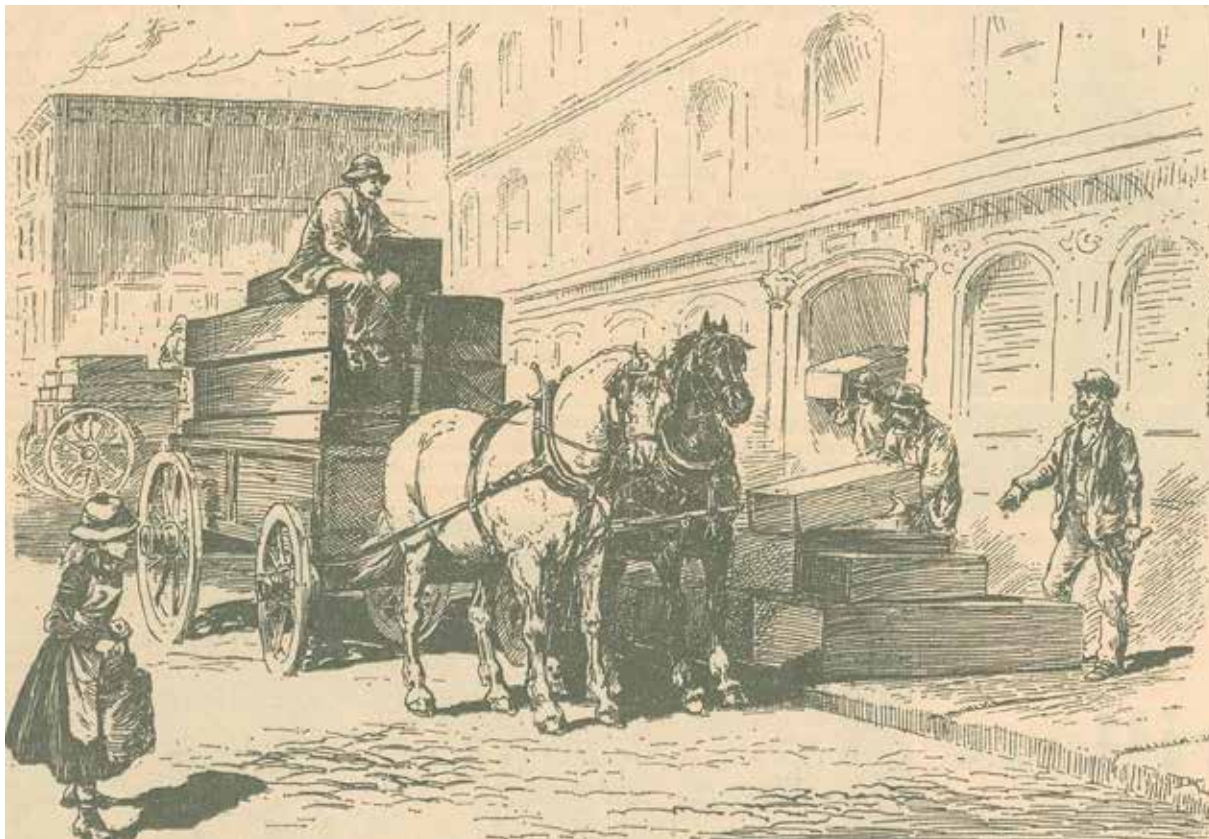
Sketched by William Lees Judson for *Canadian Illustrated News*, June 4, 1881



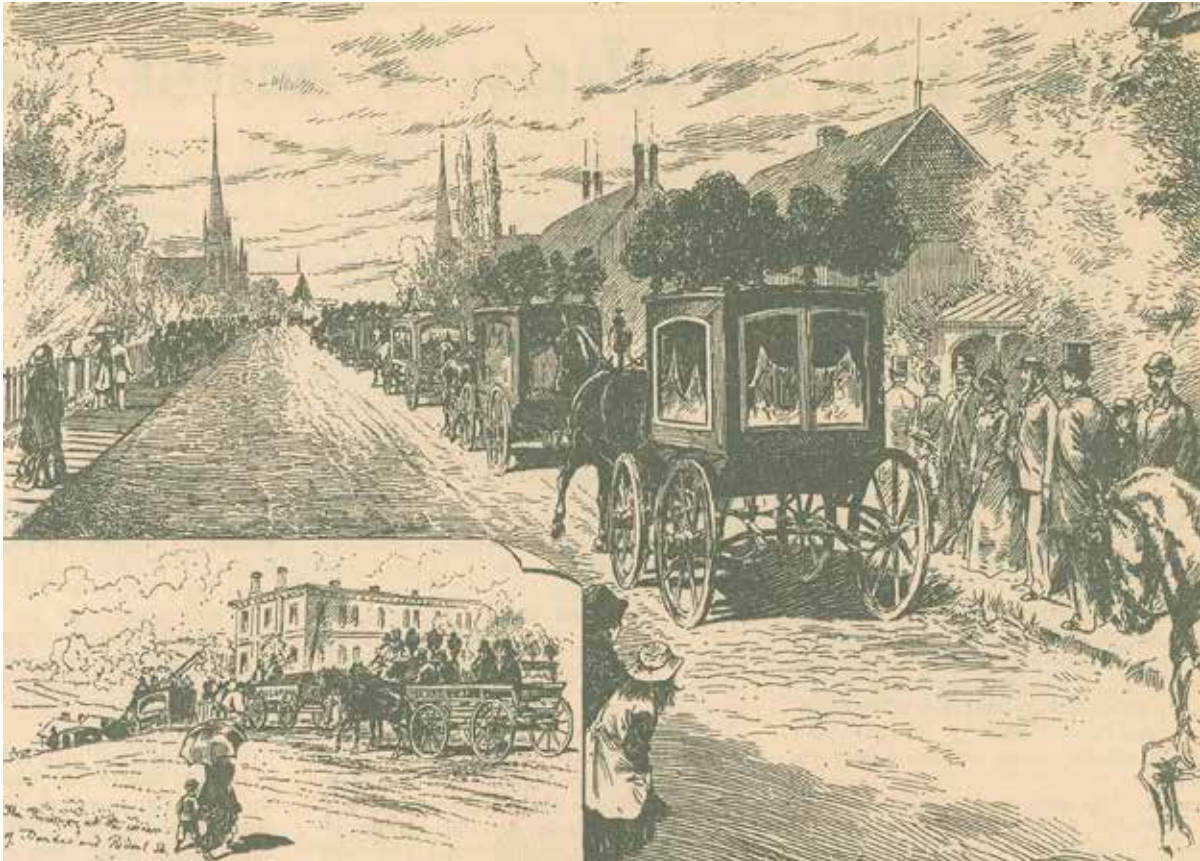
Viewing the Wreck from the London Township Side of the River the Next Day



A View of the Completely Exposed Paddle Wheel at the Stern (Back) of the Wreck



“Sending Out Coffins the Morning after the Wreck”



“The Funeral Train on the Afternoon of the 26th

Canadian Illustrated News, June 11, 1881

While the location of the main procession is uncertain, possibly proceeding south on Richmond Street or west on Queen’s Avenue, that in the lower left corner is proceeding west along Dundas Street at Ridout.

A Turbulent Chapter in the Early 20th Century History of London, Ontario

The Debacle over the Federal Square Project, the Acrimonious Debate over the New City Hall, and the Scandal over the Electrification of the London/Port Stanley Railway

Marvin L. Simner

Abstract

...history is not some inert body of knowledge “out there” in the past, but a continual act of construction whose end product is being reshaped and made anew every time someone ventures into the archives.

The above quotation is from the preface to a book titled After the Fact: The Art of Historical Detection by James West Davidson and Mark Hamilton Lyle published in 2005. Although the stories of the Federal Square Project, the need for a new city hall, and the London/Port Stanley Railway have been summarized on several occasions, the purpose of this article is to examine the largely forgotten evidence behind each story through use of material that appeared between 1911 and 1928 in the archives of the *London Free Press* and the *London Advertiser*. While these undertakings were initiated around 1912 and were largely intended to showcase the city and encourage its growth as a manufacturing and commercial business centre, the archival evidence shows that they also led to substantial rancor that lingered for many years among the city’s newspapers and left the city with a heavy financial burden.

Introduction

With the following words in his 1911 inaugural address, Mayor John Beattie initiated London’s entry into a new age of considerable promise for the growth and prosperity of the city.

London is destined to be the Metropolis of Western Ontario. It has been given every advantage to fill this important part, and it is the duty of every citizen, and the representatives of the ratepayers, to favour in every way possible, the accomplishments of this task... I see the dawn of a brighter day for London as a manufacturing centre and the birth of a progressive movement which the City will never forget.¹

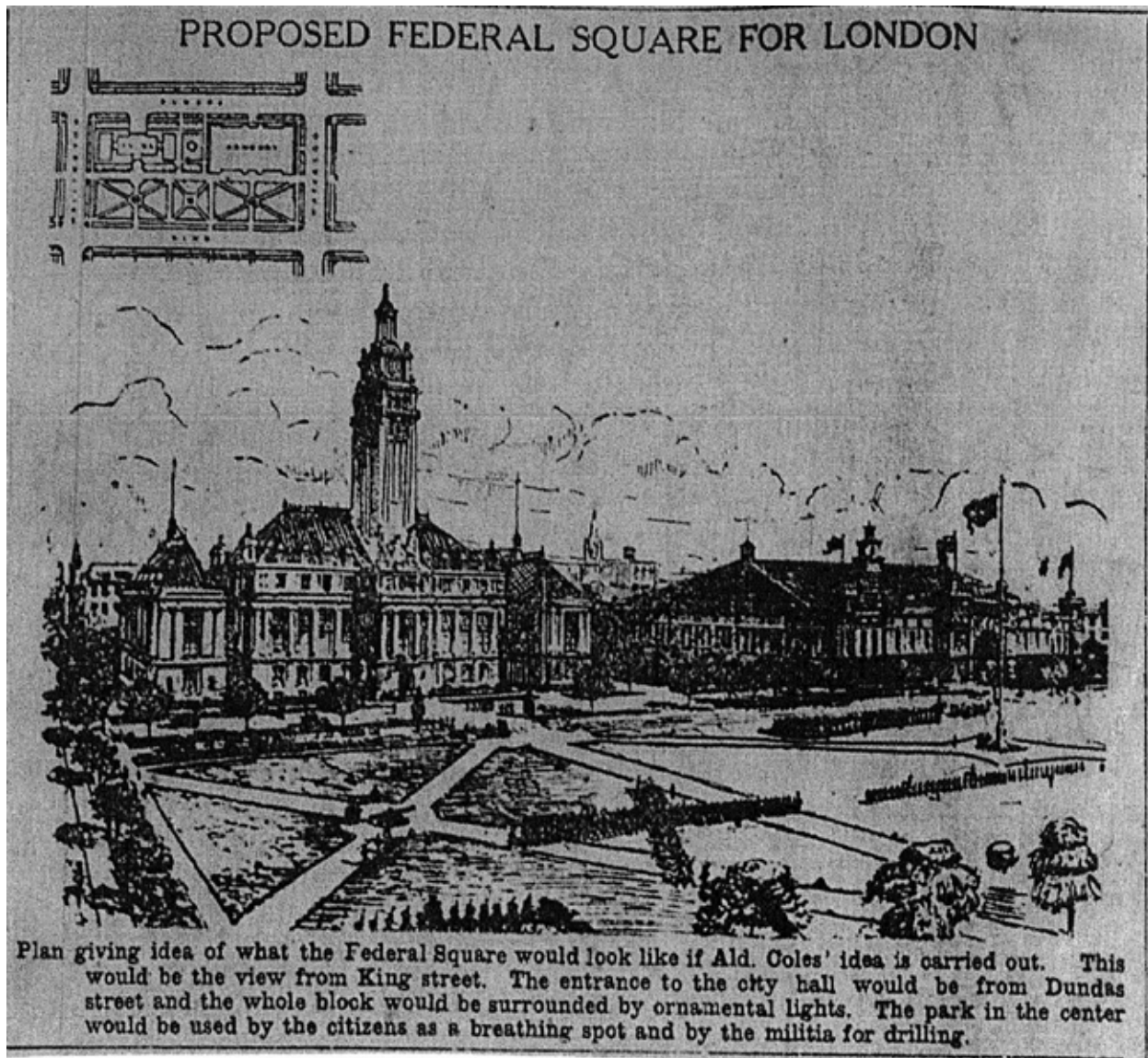
In the remainder of his address the mayor then specified two major goals. The first was the need for a new city hall. Although initially required to meet the demand for better accommodations and additional space, by 1911 this need had begun to assume a further purpose, namely, to emphasize the importance of the city as a place eminently suited for growth, prosperity and, most important, capital investment. Mayor Beattie further urged city council to establish a site for the new city hall and the next mayor, Charles Graham, in 1912 even suggested that council should combine this site with the location of the downtown Union Station in order to showcase the significance of the city to all entering visitors.² Later that year city council was shown a site plan, referred to as the Federal Square Project, that featured the proposed new city hall.³ The building, with a dominant central tower, was to be situated in the park-like setting shown below, the purpose of which was to attract attention and emphasize the strategic value of the city to all incoming investors.

The second goal in Mayor Beattie's address was the need to convert the London/Port Stanley Railway from a steam operated system into an electrically operated system. Once this was accomplished London would be able to provide an inexpensive and rapid means for transporting locally manufactured goods and materials to the harbour at Port Stanley for shipment to locations throughout North America and elsewhere thereby ensuring the city's future growth. In other words, London would become a port city similar to the other Southwestern Ontario port cities of Windsor, Hamilton, and Toronto, with which London normally competed when it attempted to lure manufactures and other commercial firms to settle here.

Unfortunately, these two undertakings led to considerable turmoil over the next several years. In the case of the London/Port Stanley Railway the turmoil involved a prolonged and often bitter debate that erupted in fallacious accusations between the Honourable Adam Beck and T. H. Purdom as well as their respective supporters, the *London Free Press* and the *London Advertiser*. The debate not only involved two of London's most prominent citizens, but also marked a major clash between the rights of London's citizens to engage in private enterprise versus the rights of the city to compete with these citizens through public ownership of what originally had been a private business.

The Federal Square Project, on the other hand, required a substantial financial contribution from the Dominion Government. While it was assumed from the start that the government had agreed to the terms of the contribution, the onset of the First World War had caused the government to reevaluate its overall financial obligations which, in turn, meant the need to reconsider its financial contribution to London. Thus the Federal Square Project was placed on hold for an indeterminant period despite the fact that the city had previously invested considerable sums in the purchase of land destined for the new city hall and was now faced with the dilemma of not knowing how or even whether to proceed with the project.

To fully understand the highly divisive and protracted turmoil that arose over these issues, it is necessary to review the events for each separately. We begin with the events that unfolded over the plans for the Federal Square Project followed by the controversy over the new city hall and then the need for an electrified London/Port Stanley Railway.



The Federal Square Project

Background

On January 1, 1913 a *Free Press* editorial summarized the events that had taken place during the previous two years in Canada as well as in London as a prelude to the events that were anticipated in the coming year.

Nineteen hundred and eleven was an important year for Canada but nineteen hundred and twelve that succeeded has been a year that will go down in record for straight-ahead growth and actual accomplishment of big undertakings such as this country has seldom if ever known... It would be easy to demonstrate by official figures that the records of 1912 stand first in growth of all kinds. More

new citizens came to our shores than ever before; more wheat was grown and more wheat shipped; building construction reached figures that are astonishing, industries expanded, railway construction was marked, and in a score of ways that are just as vital to a new and growing country this spirit of expansion was not only in the air, but taking actual form and substance.

One result of the building of the last two or three years (in London) is seen in the improved store premises on Dundas and Richmond streets. There is no city in Canada that can show a finer lot of retail store fronts than the retail premises in London, and behind the store fronts are carried stocks of goods that in variety and taste are not surpassed. London has always been known as a great wholesale center. Of late it has taken great strides as a retail city as well, a position which it should hold in its central location in Western Ontario.⁴

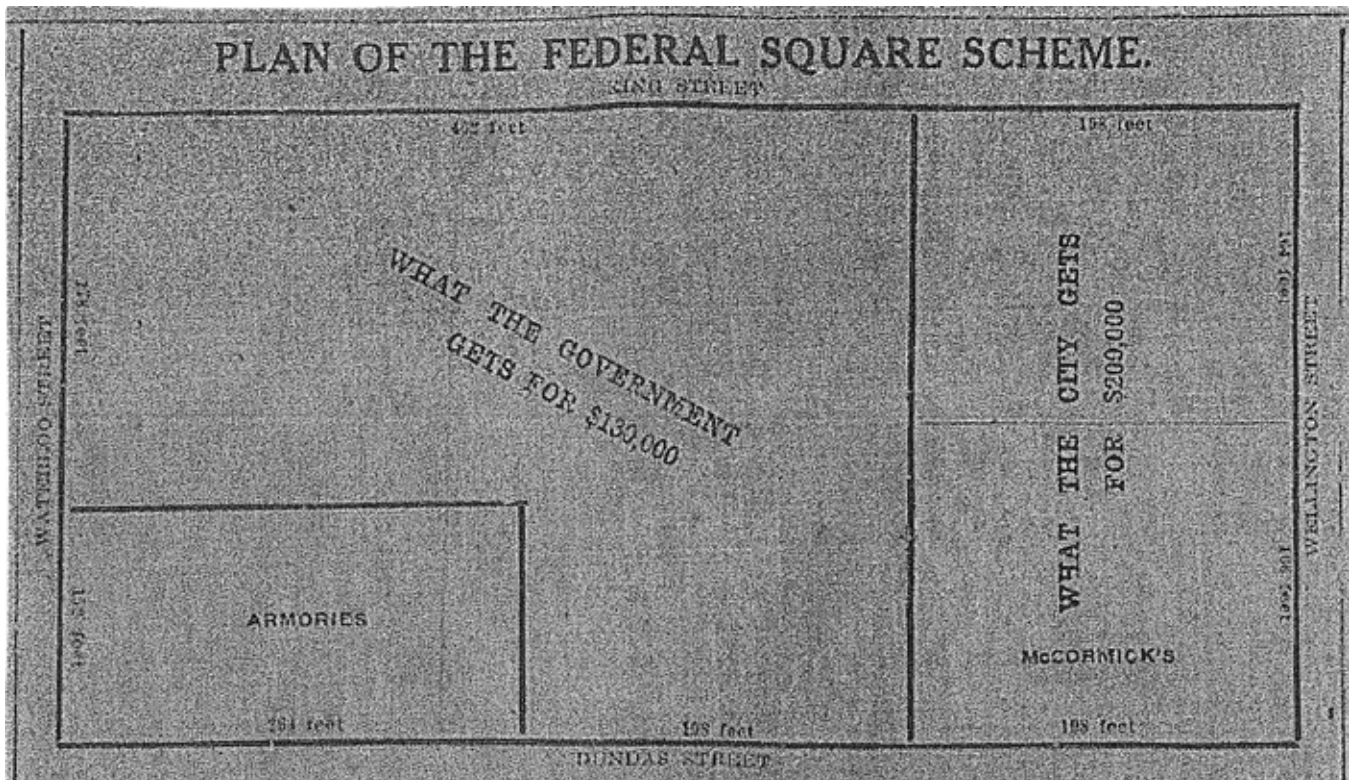
With these thoughts in mind, and for reasons succinctly expressed in the *London Advertiser*, the site selected for the Federal Square Project was the block bounded by Dundas, Wellington, King and Waterloo. (See above illustration.)

The block is as central as could be desired, and if the city had been laid out 75 years ago this block would then, as well as now, have been as wise a choice as could be made. The city can grow in all directions from the Federal Square.⁵

In addition to its central location, the *Advertiser* also mentioned two other factors that led to the choice of this site. First, the Armories, which already existed on the east end of the block, could easily make use of the proposed park-like setting for military training. Second, the McCormick Company, located at the west end of the block, was known to be contemplating a move owing to its need for more space and “if paid a reasonable sum for their property (could easily relocate) to the East End (of the city) which is the manufacturing part of London...” In short, according to the *Advertiser*; this site was ideal not only because of its central location but also because Alderman William G. Coles, who was the foremost advocate for the Federal Square Project, was said to have already obtained a grant for \$130,000 from the Dominion Government to purchase a portion of the land that surrounded the Armories.

To secure the remaining portion Londoners were asked to approve a bylaw for an expenditure of \$250,000.⁶ While part of this money was to be employed to obtain all of the land owned by the McCormick Company at the corner of Dundas, Wellington, and King, as shown on the following map,⁷ the land around the Armories was to be obtained with the help of the grant from the federal government. On January 2, 1913, the Free Press announced that the bylaw was approved by a substantial margin: 2,635 voted in favor whereas 1,744 voted against.⁸

In commenting on the federal grant it is important to note, as stated in the last line of a caption that appeared below the map, there did not appear to be any formal agreement with the government that this \$130,000 allotment would necessarily be available to the city. Instead, all that the government appeared to have offered Alderman Coles was “a verbal promise” that funds would be forthcoming. Despite this lack of a guarantee, shortly after the bylaw was approved the city proceeded with the project. Within days after this decision was reached, the price of real estate both within as well as around the proposed Federal Square site had begun to grow almost logarithmically.



Local real estate men report the briskest demand for realty in London at any time within their recollection at this season of the year. The Federal Square scheme has started the people going, and among Londoners there is a disposition to pick up real estate and hold it for speculation. Not only is this the case among Londoners, but there are many buyers and syndicates, large and small, coming in from the outside... Two hundred dollars a foot is a rock-bottom price for land in the vicinity of the Federal Square on Dundas Street, east of the Armories. On King Street the people would laugh at you now if you offered them one dollar a foot. And before three years every foot of land around the Federal Square and within that vicinity will not be purchasable under double the present figures. Even within a mile circle, the prices will double and treble. Property in London has been the cheapest of any city of its size in America, and now it is coming into its own. Watch land values in London grow.⁹

Perhaps the most extreme example of price inflation for land on the Federal Square site was the amount the city was now asked to pay for the McCormick property. Several years before this property had been considered for development, the Company was able to expand at a cost of \$60 per foot. The asking price that the city was now required to pay, however, was \$600 per foot, which of course was 10 fold higher than before.¹⁰ Despite this excessive increase in cost, on February 3rd city council approved the purchase and by March 1st paid the Company “in cash” with possession slated to take place 15 months later.¹¹ With these funds in hand, as anticipated, the Company purchased 100 acres of land in east London on which they planned to erect their new factory.¹²

By the end of 1913 London had purchased most of the property on the site which led Mayor Graham in his 1914 inaugural address to urge council to move ahead with the rest “so we will be in a position to carry out our side of the contract with the Government and clear the way to go ahead with the building of the new City Hall as ordered by the vote of the ratepayers.”¹³ Undoubtedly encouraged by the extremely optimistic outlook for the future, in July the Advertiser placed a full page announcement in its paper extolling London still further by proclaiming that London is “Canada’s economic, manufacturing, and distribution centre” in addition to being the “Wall Street of Western Ontario.”

It has approximately 250 factories, large and small; over 70 distinctive lines are represented, and between 12,000 and 13,000 people are employed. The last Government census shows that the value of the annual output increased over 100 percent in ten years. It has the largest stove works in the Dominion and two of the Dominion’s largest biscuit and candy factories, etc. (in addition to) four centrally located trunk and seven branch rail lines that carry 251 passenger and freight trains that arrive and depart from London daily along with a rail line to Lake Erie which is of great economic value to shippers.¹⁴

In view of these statistics, it is not surprising that two days later the Board of Control issued a competitive call for plans for the new city hall, the cost of which “shall not exceed \$250,000” and the Board further advised the City Solicitor to complete “the purchase of all the (remaining) Federal Square properties, and to take the necessary steps for transferring to the Dominion Government its portion of the Square as payments are received from the Government.”¹⁵

The Debacle

Unfortunately, these last arrangements could not have been made at a worse time for the city. Two weeks after the city had reached its decision to move ahead with the Federal Square Project, Austria-Hungary shelled the Serbian capital of Belgrade. Then on August 22, 1914, Parliament passed the War Measures Act, and shortly thereafter Canada began to recruit soldiers for overseas deployment. Needless to say, all of these events associated with the start of the Great War caused the federal government to reconsider its financial obligations and in 1915, although promises were made, no funds were forthcoming.

The (city) Clerk recited the history of the negotiations.... and asked that an appropriation of \$50,000 be paid to the city. In responding, (the government) stated that \$50,000 would be paid and that the further payments of the \$130,000 would be made as soon as the financial conditions were improved, but that there should be no further expenditure for government property at present.”¹⁶

Despite this sense of reassurance by the government, in 1916 city council considered it necessary to request a reevaluation by the electorate concerning the feasibility of moving ahead with the project. On January 1, 1917 Londoners were asked to vote on the following bylaw: “Are you in favor of the Council building a New City Hall and completing the Federal Square proposition?”

While both the *Free Press* and the *Advertiser* endorsed a “Yes” vote, which was obtained (58% voted in favor),¹⁷ the reason for the vote had less to do with any uncertainty on the part of city council over the government’s commitment to funding than with lobbying by a number of local builders who were seeking

immediate contracts to build the city hall and did not seem to care where it would be located. Indeed, according to the *Free Press*, the reason for the bylaw stemmed from demands "...repeatedly thrust upon the mayor's attention during the past few months by a number of contractors, who ask that construction of the city hall be undertaken at once."¹⁸ Under consideration were sites that ranged from the Federal Square property to land on Ridout Street next to the courthouse as well as to land somewhere on Richmond Street.

The builders' assumption was that if the bylaw were approved, funds would be allocated shortly by the city to erect the new city hall without the need to wait for government funding. Contrary to this assumption, however, Mayor Hugh Stevenson's position on the matter was quite different: "the city should not at this time undertake any abnormal expenditures, but that London has a future to be safeguarded and that the Federal Square scheme should not be abandoned." In other words, the mayor interpreted the bylaw as simply a further endorsement of what the city had previously approved, and that no new funds should be allocated by the city to build a new city hall at any location other than on Federal Square property. The *Free Press* concurred with the mayor's position when it stated in an editorial that "London does not so badly require a city hall that in these days of stress and high prices that it should proceed with the proposed new building."¹⁹ Instead it was the view of both the mayor and the *Free Press* that any extra funds in the city's budget needed to be devoted solely to expenses associated with the war effort. In fact, the London City Council provided further support for this viewpoint when it endorsed in 1917 the following resolution which was sent to the Prime Minister of Canada and to the Premiers of each of the provinces.

That in the opinion of the City of London, each and every government, corporation and person throughout the Empire, should spend no money except for necessities and the vigorous prosecution of the war...²⁰

In spite of this setback, the city remained confident that once the war was over the promised funds would be forthcoming. In December, 1916, the *Free Press* even stated that: "There is no occasion to conclude that the Government will not keep faith with the promise said to have been made by the late Minister of Militia of a federal grant."²¹ Also in 1916 one of the city council's controllers met with the minister of public works in Ottawa who "assured him that while all such schemes as the federal square scheme had to be laid over until after the war, the Government would most certainly go ahead with its share of the expenditure when peace was declared."²² Indeed, throughout most of the war representatives from the city government had met with representatives from the federal government and on each occasion the city was given the assurance that funds would be forthcoming once the war was over. On January 13, 1919, however, the matter was finally brought to a head. In his inaugural address to City Council, Mayor Charles Somerville stated that he

would commend to the Council the straightening out of this matter with the Dominion Government at an early date, and the securing from the government the completion of payments and the completion of agreement as entered into with the city before the War. The Government, as I understand it, agreed to pay \$130,000 toward this scheme and actually placed in its estimates \$50,000 in the year 1916-17 towards the amount, but so far not one dollar has been paid. The City, under the management, has paid out in cash \$203,675 and assumed large liabilities and losses in taxes, and is further losing each year, so this should not be allowed to drag any longer. The War is over and it can now be carried out as originally planned, or on a revised plan as new conditions may make it necessary, but it should be commenced at once.²³

Three weeks later council decided to send yet another delegation to Ottawa to discuss the matter. Although the outcome of the meeting was not reported in the minutes, on September 22nd council did reach several conclusions. It decided to examine “the possibility of selling what is known as the Federal Square property...and having the Building Inspector call for bids for the purchase of the properties, the said bids to be submitted to a vote of the electors for acceptance or otherwise.”²⁴ In view of these decisions it would seem reasonable to conclude that the city by now had accepted the fact that the Federal Government would not honour its initial financial commitment. It was not until 1921, however, that the entire matter was finally put to rest in Mayor Edgar Little’s inaugural address to council.

While I believe the people as a whole are in favour of the carrying out of the old Federal Square idea, at the same time we know that we cannot now expect any assistance from the Government along this line. To build a City Hall such as is demanded by a City of the importance of London would entail an expenditure of probably \$2,000,000 and I do not believe that this should be gone on at the present time. Our taxes are high and we should endeavour to see that no expenditure is made that is not absolutely necessary.²⁵

To recover at least some of the expenses associated with the Federal Square Project, the city was able to rent portions of the land to various businesses. In September, 1920, for example, city council approved a request from William R. Hueston “for the right to park cars on the Federal Square site during Fair Week” and in December an agreement was reached with the Signry Limited company to rent a portion of the property for “advertising purposes” and to pay the city \$500 per year in rental fees.²⁶ The city had also considered alternative uses for the property. In 1923, for instance, Alderman Leonard H. Douglass moved “that the Public Utilities Commission be requested to convert the City Hall portion of the Federal Square into a Park, by the placing of flower beds, etc. (throughout the area).”²⁷

The major breakthrough finally occurred in 1925 when the city received an offer from the Lynch Construction Company of Chicago to build a large hotel on the Wellington Street portion of the site that previously had been occupied by the McCormick Company. The arrangement Londoners were asked to ratify on September 5th specified an exchange of property that the Construction Company already owned on Richmond Street for the site the company had hoped to acquire from the city. Both the *Advertiser* and the *Free Press* strongly endorsed this venture. The following material from the *Free Press* appeared the day before the referendum.

What the ratepayers are asked to ratify is an exchange of these two properties...The Dundas street property has been owned by the city for the past 11 years. During all this time the city had paid interest of the debentures for the purchase amounting to \$6,500 annually. In addition, there has been a loss of revenue from taxation. This property to-day is a dead loss to the city. It is an ugly spot in the heart of London and is blocking the development of Dundas street...The *Free Press* has no hesitation in urging the electors to support this by-law. Upon the erection of the hotel the city will receive approximately \$22,143 in taxes annually from the enterprise.²⁸

The *Free Press* further emphasized its endorsement of the hotel project in an editorial that also appeared the day before the referendum was held.

A feature of the hotel proposition which cannot be overemphasized is the question of conventions. London is ideally situated as a convention city. It is in the center of Western Ontario, on all the through lines and has unusual railway facilities in every direction. Yet London has to turn down dozens of conventions for lack of hotel accommodations... There is no question of the value of conventions to a city. They bring real money to a community... Let us make London a convention city.²⁹

The results of the referendum, as reported on September 7th in the *Advertiser*, was clearly in favour of the project (3,594 voted yes while only 1,176 voted no).³⁰ In view of these results it is not surprising that construction began shortly thereafter and the new hotel, known as Hotel London, opened on November 14, 1928.³¹ With the opening of this hotel on the former Federal Square site, it is safe to say that the Federal Square Project was now truly over.

The New City Hall Debate

Background

Until this point both newspapers had been in full agreement over the nature of the new city hall as outlined on the site plan for the Federal Square Project. With the demise of that project, however, the two papers took strongly opposing positions with regard to the use and the appearance of the proposed building. It was Mayor Little, in his 1921 inaugural address to the members of city council, who set the stage for the ensuing conflict.

...that a special Committee inquire into the feasibility of cooperating with the Utilities Commission with a view to putting another story on their building and completing the balance of the property we now occupy (on the Federal Square) with a building similar to that erected by them. I believe this could be done with the money already on hand towards the erection of a city hall, and we would have an administration building which would be quite satisfactory for many years to come, and at the same time a credit to London... I leave the matter for your consideration.³²

Conflict Between the *Free Press* and the *Advertiser*

In essence, what Mayor Little had suggested was a much more modest building than the one that had been proposed as part of the original Federal Square scheme. In contrast to Mayor Little's proposal, however, city council in 1923, together with the backing of the new mayor, George Wenige, and the *Advertiser*, were in favour of a modified, but the far more elaborate structure as illustrated below (see page 80).³³

The rationale behind the 1923 proposal that was endorsed by council, Mayor Wenige and the *Advertiser*, was in keeping with the 1912 belief that London needed a city hall which was sufficiently robust in appearance to promote the view that London was a place worthy of considerable financial investment. Before council could proceed with this undertaking, however, it was necessary for the ratepayers to approve the new structure which meant that a still further bylaw was required. Although the *Advertiser*

had endorsed the 1923 council's proposal and therefore encouraged its readers to approved the bylaw, the *Free Press* did not and instead encouraged its readers to vote against the bylaw. Thus, the referendum which was held on December 3, 1923, became highly contentious.

The reason it became contentious, though, was not solely because the two newspapers held opposing views on the bylaw, but instead, at least according to the *Advertiser*, because the two papers had also endorsed different mayoral candidates and both the mayoral election and the bylaw referendum appeared on the same ballot and needed to be decided on the same day. Whereas the *Free Press* had endorsed Alderman William Wilson for mayor, the *Advertiser* supported Mayor Wenige for re-election. In view of this situation, it was the *Advertiser's* claim that the *Free Press's* opposition to the bylaw depended less on the nature of the building's design than on the *Advertiser's* support of Mayor Wenige. In the words of the *Advertiser*, the referendum had become highly political in nature, with the *Free Press*, merely "acting as the mouthpiece for a group of petty ward politicians" in their opposition to Wenige and in their support of Wilson for mayor.³⁴

The *Advertiser* has demonstrated during the last two days the personal motive behind this sudden cry (by the *Free Press* to oppose the bylaw). Until last week the *Free Press* believed in London's prosperity...The change came only when the schemers determined that Wenige must not be allowed to have the credit of building the city hall...if the *Free Press* prefers the name of Alderman Billy Wilson, their mayoralty candidate on the corner stone, then let them put it there. Never mind the corner stone... think of London.

Needless to say, the *Free Press* took exception to this claim and argued that the real difference between the two papers stemmed from the financial costs associated with the construction of the proposed city hall design. As stated in the bottom left-hand corner of the illustration put forward by the *Advertiser* (see page 80), the erection of the proposed building depended on a \$500,000 debenture that the city needed to issue to support the overall costs. Hence, according to the *Free Press* a vote in favor of the bylaw, also meant a vote in favor of a \$500,000 bond that London's ratepayers would now be forced to cover.

On Monday the ratepayers of London will be asked to vote upon a by-law providing for the issuing of \$500,000 debentures for the erection of a new city hall to be built upon the McCormick site, on Dundas street. The *Free Press* is opposed to this by-law for the following reasons... (1) Because London's expenditures and taxes have been increasing in recent years out of all proportion to the population, if London is to maintain her present credit (rating) she must hold down both. The population since 1912 has grown 27 ½ percent and in the same time the taxes have jumped 250 per cent. (2) Because only two kinds of construction work should be proceeded with at the present time, revenue producing undertakings and works which are absolutely essential. The city hall comes under neither of these classifications.³⁵

On December 3, 1923, London's ratepayers went to the polls and voted on both the mayoral candidates and the bylaw. While Mayor Wenige was re-elected, the bylaw was defeated by an overwhelming majority (4,566 against, 2,834 for).³⁶ Because this defeat meant that the city hall issue was not resolved, the issue needed to surface once again, and did so in 1926. Although a further referendum was now also required before the new council could proceed, to avoid the highly contentious nature of the 1923 referendum, the

wording of this further referendum did not deal with the specific nature of a city hall structure. Instead, the ratepayers only received a general description of the building and its costs. Also, the referendum was confined to a location referred to as the Spencer site at the northeast corner of Dundas and Wellington, which was directly across from the previous Federal Square property. On December 6, 1926, the ratepayers were asked to vote either Yes or No on the following question.³⁷

Are you in favor of the erection on the Spencer site of a city hall somewhat similar in design to that of the Public Utilities Commission Building, to be paid for out of money on hand and available for the erection of a city hall?

Unlike the outcome of the previous referendum, those who voted in favor (3,765) now clearly surpassed those who voted against (2,525) the bylaw.³⁸ With these results in mind the newly elected mayor (John Moore) gave the following orders to the new city council on December 20, 1926.

The City Hall question has been determined by the ratepayers. There can be no reasonable doubt that the Legislature will not refuse authority to proceed...Plans and specifications should at once be procured for the new building...The whole question should be referred to the Committee and arrangements made to have the work proceeded with as soon as possible.³⁹

The City Engineer and the City Architect subsequently submitted three elevation plans for the members of council to consider.⁴⁰

Plan (a) showing a similar design to that of the Public Utilities Commission Building.

Plan (b) a plan similar to the Public Utilities Commission Building but with every alternate pilaster omitted.

Plan (c) a different plan.

Although the nature of the “different plan” in item c was not specified, there is little doubt that it was the same plan that Mayor Wenige and the *Advertiser* had endorsed in 1923, since it was that plan that was featured in a promotional announcement for the referendum that appeared in the *Advertiser* on December 4, 1926.⁴¹ In view of this outcome, it is quite clear that by 1926 city council was strongly opposed to that plan even though it was still favoured by the *Advertiser*. As reported in the City Council Minutes of 1927 (p. 135); “At first the Council were divided, three in favour of plan (a) and three for plan (b) and two undecided. After further investigation and consideration, five were in favor of plan (a) and three in favor of plan (b). Subsequently plan (a) was unanimously approved.”

The formal opening of the new city hall building, as approved by council in 1927 and which still exists at the corner of Dundas and Wellington, took place on November 14, 1928. While both newspapers were equally laudatory in their coverage of the event, the bitterness that had occurred in 1923 between the two papers over the outcome of the 1923 referendum continued to exist. Whereas the *Free Press* viewed the final structure as a permanent replacement for the old city hall, and even stated that if more space were

needed in the future, “two more floors may be added if necessary,”⁴² the *Advertiser*, which preferred a more elaborate building, considered the new structure as little more than a temporary replacement and not worthy of the term “city hall.”

The building was never intended as a City “Hall” proper. It is strictly an office building, housing the departments of the city as might be the department of any private corporation. There are none of the frills of the common City Hall... When it is necessary to erect a larger City Hall—as is likely to happen within five years—the present building will be disposed of for an office building. It was designed with that purpose in mind.⁴³

In fact throughout their coverage of the opening on November 14, the *Advertiser* only referred to the structure as “London’s New Municipal Office Building” or the “new civic administration building” but never as the new City Hall. The *Free Press*, on the other hand always used the term “City Hall” and never called the structure a municipal office building.

PLANS OF THE NEW CITY HALL ARE READY

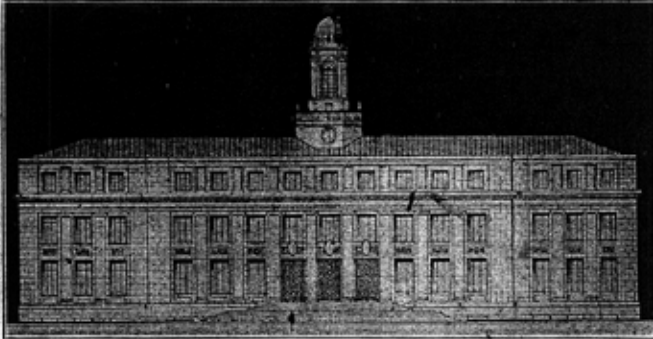
You Have Said Four Times To Build It At the Southeast Corner of Dundas and Wellington Streets.

The City Council Are Now Ready To Go Ahead

Work can be commenced very quickly after you have again expressed your opinion.

Already about \$10,000 has been expended on plans, etc.

The location is ready.



THE NEW CITY HALL AS PLANNED BY THE CITY COUNCIL.

Every Preliminary Detail Has Been Arranged

If the vote is registered for the bylaw the council will proceed, and men will be given work as rapidly as possible.

Men need work, the city needs a city hall.

Voting on bylaw to provide for the issue of \$500,000 debentures for the erection of the new City Hall, submitted by the Council of the City.

FOR THE BYLAW - - - X

AGAINST THE BYLAW -

The city council secured these plans as the result of your former vote. Tell them again to do as you wish.

Delay adds to the cost—valuable documents need greater protection. Protect your property.

**IT WILL BE BUILT IN 1924
IF YOU VOTE FOR THE BYLAW**

Mark Your Ballot For a New City Hall If You Want It Built.

Before leaving this topic, and in view of the material to be covered in the next section, it is perhaps also worth noting several further examples of the bitterness that had arisen between the *Free Press* and the *Advertiser*. In their summary of the results on the day after the 1923 mayoral election when the *Free Press*' candidate lost and the *Advertiser*'s candidate, George Wenige, won re-election, the *Free Press*, made the following statement:

the opinion is being freely expressed on the streets today that the ratepayers have decidedly voiced a lack of confidence at the polls yesterday in the (re-elected) occupant of the mayor's chair. Speaking at the campaign meetings (prior to the election) the (re-elected) mayor repeatedly stated that the electorate should "get the hook" after any of their representatives, when those representatives had lost the confidence of the public in some way or another or who would not do the bidding of the people.

Despite the vote of lack of confidence in the mayor, as expressed in the defeat of the city hall by-law yesterday, his (re-elected) worship will not resign. Speaking on the public platform during the campaign he said that it would be foolish to think of resigning because the people opposed the city hall proposition...He contends that the people have merely decided they do not want to spend any money now...It is just a move of carefulness that has swept over the ratepayers.⁴⁴

From the foregoing it appears that the *Free Press* had determined, based on the re-elected mayor's own words, that Wenige should have resigned because the bylaw he had endorsed prior to his re-election was strongly defeated and, since he did not resign, he must be untrustworthy and his future statements should not be relied upon because they are intended only for immediate consumption.

On the same day both papers also attempted to convince their respective readers, as well as others, that their paper was the best that London offered. In a headline that appeared over a full page ad, the *Advertiser* claimed that "In News of London, In News of Western Ontario, The *Advertiser* Tops Them All." As proof of this claim the *Advertiser* compared itself against the *Free Press* during the preceding months on the number of printed columns as well as on the number of printed stories. Specifically, the ad stated that the *Advertiser* provided its readers with 10-15 columns and 58-78 stories, whereas the *Free Press* only offered its readers 9-13 columns and 50-65 stories. Hence, those who subscribed to the *Advertiser* received far more news than those who subscribed to the *Free Press*.⁴⁵

The *Free Press* then countered this claim in an equally large full page ad that emphasized, through the use of bold type in its headline and in several key words, how the *Free Press* was better than the *Advertiser*.

We Point with Pride to a Fact that Others May View with Alarm

There is a local application for this famous saying because we have been asked to make plain the differences between the net paid circulation of the two local dailies during the past two and a half years. From April 1921 to October 1923 the *London Free Press* net paid circulation increased by 7,168, whereas during the same period, the circulation of our competitor decreased by 7,957.⁴⁶

We mentioned these additional points because the degree of hostility that the two papers showed towards each other during the 1923-1926 city hall debate surfaced once again in the story that unfolded over the electrification of the London/Port Stanley Railway. To understand the nature of this hostility, however, it is useful to first review the argument advanced by the *Free Press* and the counterargument put forth by the *Advertiser* over the issue of private vs. public sector ownership of electric power, since this became a critical issue in the debate over the electrification of the railway. The background section that appears below provides a summary of this material.

Electrification of the London/Port Stanley Railway

Background

By the turn of the century all of London's electrical needs, municipal, commercial, and domestic, could be easily accommodated through a small number of firms that operated in the private sector.⁴⁷ Adam Beck and his supporter, the *London Free Press*, however, claimed that a considerable savings would be realized by both the city and the individual consumers if both were to consolidate their purchasing power into one combined order and buy all of their electrical energy from a single source in the public sector (i.e. The Hydro-Electric Power Commission), instead of purchasing their electricity in bits and pieces from separate firms in the private sector.

The rationale behind Beck's claim was that because the Power Commission purchased its electricity in bulk from the Niagara Power Company, the larger this combined order, the lower the unit cost for each consumer. To realize this goal, however, the combined order needed to be placed with the Power Commission at the beginning of the year. With this initial order in mind, the Commission would then be able to determine in advance how much it needed to charge the city as well as the individual consumers. It was not until the end of the year, however, that the actual amount of power that had been used could be calculated to determine the final cost that both would then be required to pay.

In essence, the scheme advanced by Beck and the *Free Press* was based on an extremely risky gamble because there was no assurance at the start of the year exactly how much the electricity would actually cost the consumer at the end of the year. It was because of the risk involved combined with the debate over private sector versus public sector control that both papers once again were at odds with each other.

To illustrate this point consider what happened in 1908 when city council authorized London to purchase 5,000 horsepower of electricity at a cost of \$23.50 per horsepower from the Hydro-Electric Power Commission. The basis for this decision stemmed from Beck's argument that that Power Commission's unit charge was far less than the city would normally pay if it had purchased the same amount of electrical power through one or more of London's private-sector electricity-generating companies.

The *Advertiser*, which was in support of these private-sector companies, disagreed with Beck's argument⁴⁸ and therefore questioned whether the city could in fact dispose of this entire allotment of 5,000 horsepower over the course of the following year in order to justify the charge of \$23.50 per horsepower. If the city could only dispose of 3,000 horsepower, the *Advertiser* argued that the cost would increase to \$44.62 per horsepower and if it could only dispose of 2,250 horsepower the unit cost would rise still further to \$56.03. Moreover, these costs were far in excess of what the private-sector firms always charged their customers.

To strengthen its argument, the *Advertiser* also drew attention to the amount of electricity actually sold during the previous year by the London Electric Company, which was London's largest private-sector provider of power: "The peak load of the London Electric Company, at the season of the year when the consumption is greatest, is from 1,800 to 2,000 horsepower." Therefore, according to the *Advertiser*, a unit cost of \$56.03 might in fact have been a far more reasonable figure for the *Free Press* to have publicized.

In summary, according to the Advertiser, since there was no guarantee at the start of the year exactly how much electricity would be utilized in this combined order, if the *Free Press* were a responsible paper it would have informed its readers of the true nature of the risk associated with this venture since it was impossible to know at the start of the year exactly what the final cost for electricity would be until the end of that year.

In response to this argument, three days later the *Free Press* published the results of a survey based on nearly 140 firms that showed the amount of electrical horsepower actually used in London over the entire course of the previous year, not just the amount provided by the London Electric Company during its peak season. The survey included businesses that ranged from small family bakers and butcher shops, to large manufacturing firms such as the McClary Company and the McCormick Company. The results showed that the overall consumption of electricity in London was nearly 9,000 horsepower, which was far more than the 5,000 horsepower that the Power Commission's contract called for. Based on this evidence, the *Free Press* concluded that there is no "cause for fear that London will not be able to sell 5,000 horsepower, as asked for."⁴⁹

Nevertheless, for Beck's scheme to be successful, it was still incumbent upon the city to ensure that a sufficient amount of electricity would always be sold if the city were to guarantee that the low rate established by the Power Commission at the start of the year would be the same rate charged at the end of that year. And it was equally incumbent upon the city to strive for even lower rates from the Power Commission if it hoped to fulfill Mayor Beattie's 1911 inaugural prediction that one day London would become the Metropolis of Western Ontario. In other words, if London hoped to entice new companies and manufacturers to settle here, the city needed to find ways to be competitive with other nearby locations such as Toronto where the electricity rate charged by the Power Commission was only \$18.50 per horsepower and Hamilton where the cost was even lower (\$17.50 per horsepower).⁵⁰

To achieve this added goal, in 1910 the city launched an extremely aggressive and highly successful marketing campaign designed to increase the overall amount of electricity that would be used in London. On November 30th the *Free Press* announced in a headline article, the opening of what it referred to as "A Monster Demonstration for (the) Arrival of Hydro Power" to be held in the armories on Dundas Street. The rationale behind this approach, of course, was to convince the public to purchase more electrical appliances and therefore to use more electrical power obtained from the Power Commission, since the greater the amount of power used on a yearly basis, the larger the yearly order and, therefore, the lower the yearly cost.

Londoners will be treated to an electric exposition of no small magnitude if the plans of Chairman (Philip) Pocock go aright. The show is to be free to all and will be held in the armories, sometime between Christmas and New Year's...If we can secure them, Westinghouse, General Electric and other firms who manufacture electrical specialties will be glad to exhibit their different lines here for the benefit of the citizens. It will be a good thing for them and for us also, as there are very few who are familiar with the various home comforts provided by the numerous applications of electricity.⁵¹

The three day display opened in the armories on December 20th with “a fine programme of speeches... the city was decorated in gorgeous festoons of brightly colored and illuminate incandescent lights,”⁵² and upon entry the visitor was greeted with

Every up-to-date electrical device known to modern times, many of which have never before been seen in London...Electrical heaters, flat irons, cookers, hot plates, washing machines and many other labor saving devices for the housewife, as well as power machinery and lighting appliances of all descriptions and the men in charge of the booths will be only too glad to demonstrate the workings of their various specialties.

One firm, The Simplex Electric Heating Company of Cambridge, Mass, will have on exhibition an electric range equipped with a large oven and hot plates for boiling tea kettles and heating frying pans. Although possessed of all the cooking potency of a good-sized hard coal range, the electric stove takes up less room than a small gas stove, and there are no matches, soot or radiation of heat into the kitchen. Simply turn the switch and there you are. A competent baker will be engaged during the period of the show who will bake bread and prepare meals by electricity before the eyes of the visitors.

At this time only a very small number of electrical appliances such as irons, toasters and table lamps were available for purchase in London, and these were stocked by very few privately owned stores.⁵³ Hence, to encourage the purchase of the many other items that had been on display in the armories, in 1911 the city opened its own store, the sole purpose of which was to encourage the use of more electricity and achieve Beck’s aim of reducing the overall unit cost of electrical power. Initially called the City Hydro-Electric Appliance Shop, the store featured an extensive array of products such as stoves, tea kettles, cereal cookers, milk warmers, cigar lighters, radiators, and even vacuum cleaners. The opening took place at start of the Christmas shopping season.

The city electrical department will hold a Christmas display of electrical appliances in the large windows of the city hall. All the lighting, cooking and heating appliances for sale by the department will be on exhibition.⁵⁴

Because this was an exploratory venture, all of the appliances in the store were obtained on consignment thereby avoiding the need for the city to invest any of its own funds in this exploratory undertaking. When commenting on the policy of selling appliances only on consignment, Hugh J. Glaubitz, General Superintendent of the city’s electrical department, said the following:

...this policy should be vigorously pursued in the future by the Department keeping in touch with all the latest developments (and), procuring samples and introducing them to the citizens. The revenue derived from the power used in flat irons, toasters and similar apparatus will thus eventually amount to a considerable total...

The last sentence in this statement is quite revealing because it indicates that the General Superintendent was less concerned with making a profit through the sale of items in the store than he was with the amount

of electricity that the home owner would subsequently employ in order to make use of these items. The Superintendent also commented very favorably on a plan that was then being considered by the city to loan people money to wire their homes in order to purchase and use even more appliances and of course, more electricity.

The plan contemplated by the Board of assisting responsible consumers by advancing them money when desiring to purchase motors or having their premises wired will, I believe, assist greatly in quickly increasing the number of connections and thereby the amount of power sold. I have no doubt whatever that by the end of 1912, 5,000 people will be connected with the City's lines.

Unless one had the financial means to do so, around this time the wiring of ones' home was quite expensive and could be as high as \$80.⁵⁷ The home owner was also required to purchase a permit from the city to cover the cost of the city's wiring inspector.⁵⁸ In addition, the purchase of electrical appliances was also very costly. For instance, an electric vacuum cleaner in 1913 purchased from the City Hydro-Electric shop, cost \$30.00 whereas a manually operated vacuum cleaner could be obtained from Cowan's Colossal Hardware store on Dundas Street for only \$11.50.⁵⁵ Similarly, an electric toaster in 1914, when it was on sale, cost \$3.25 whereas the regular price for a gas operated toaster was only 25 cents.⁵⁶

Despite these financial drawbacks, in his next annual report to the City Board of Water Commissioners Glaubitz was able to comment very favourably on the success that these promotional ventures had in generating the use of electricity.

The second year's operation of the Electrical Department from December 1, 1911 to November 30, 1912, saw an increase of the City's load from 2,080 to 3,164 horsepower; during the same time the amount of power sold (to manufactures, home owners, etc.) increased from 3,000 to 4,900 horsepower and the total number of (household and commercial) connections increased from 2,903 to 4,801...

A similar level of growth occurred the following year.

The total number of consumers at the end of the 1913 was 6,406, a total net gain for the year of 1605... (in addition) 848 had the service installed in new houses (and) the sale of electrical appliances and lamps increased considerably this year being \$17,400 as compared with \$7,000 for the previous year... (finally) a dining-room was established in the (City Hydro-Electric) store in connection with the Sales Department where the advantages of electric cooking are demonstrated almost daily. Although we are at present selling electric stoves at cost a largely increased revenue is expected in time from the sale of power used for cooking.⁵⁹

It is also worth mentioning that, aside from the promotional activities that the city had engaged in, there is still another factor that may have contributed to this wholesale increase in the use of electricity. Prior to the introduction of electric power into London, home owners frequently relied on natural gas provided by the City Gas Company to supply all of their heating, cooking and lighting needs. In 1911 the Gas Appliance Company store at 213 Dundas Street offered a selection of items that ranged from water heaters and fireplace heaters, to stoves and table lamps. In 1913, however, the use of gas became a major concern for two reasons. The first reason had to do with purification.

The (city) Board of health will not permit the distribution of natural gas in London without its being purified before it enters the city. The contention is that natural gas is a menace to public health in its unpurified state and its distribution means the creating of a nuisance which does not exist at the present time.⁶⁰

In commenting on this matter the president of the City Gas Company stated that “the entire advantage in natural gas lies in the possibility of selling it to the consumer at a very cheap rate. Immense purifiers, as big as any church in London, would have to be built to take care of the supply in London...purification is therefore not practical.”

Needless to say, without purification there was the additional issue of the odor that had recently been encountered in Guelph and Brantford. To deal with this concern Londoners were advised to install their own purifiers, and if they did not, they could be prosecuted by the Board of Health for “maintaining a nuisance.” When faced with this dilemma, many residents in Guelph turned to the use of electricity, which raises the possibility that the same could have occurred in London.

The second reason for the elimination of gas had to do with the need to prevent loss of life. On December 17, 1913, the *Free Press*⁶¹ reported that a coroner’s jury in Toronto brought in a verdict of accidental death in the case of a man who was found in a room with the gas that was normally employed for lighting only partially turned on. Although it was unknown whether this was truly an accidental death or a case of suicide, the paper mentioned that “the toll from gas suicide and accidental death is heavy especially in large cities (and that the coroner’s jury also) recommended that all boarding houses and hotels (in Toronto) be compelled to use electric light.” As a follow-up to this recommendation the *Free Press* felt that London’s city council will probably be asked in the near future to pass a similar bylaw. If such a bylaw were indeed approved, by itself this would have led to an increase in the use of electricity.

The Scandal: 1st Stage

As summarized above, between 1910 and 1914, the city experienced considerable success in promoting the use of electric power obtained from the public sector Hydro-Electric Power Commission. It was against the backdrop of this success in the public sector electrification of the city that, in December 1912, a scandal erupted between Adam Beck, who also proposed the electrification of the city owned, but leased, London to Port Stanley Railway, and Thomas H. Purdom, who was a major shareholder in a competing private sector railway, the Southwest Traction line, that had previously become electrified through the use of its own private sector electrical generating plant.⁶² Throughout the month both parties, with the help of their respective newspaper supporters (Beck via the *Free Press* and Purdom via the *Advertiser*) made a number of fallacious and often malicious accusations against the other. It was Mayor Charles Graham, however, who also set the stage for these attacks when he made the following remarks in his 1912 inaugural address to London’s city council.

...we will in a short time receive an offer for our (rail)road, by parties at the present time more or less interested in said road, to secure a lease of the road, and to use the same as an electric road,

this prospective offer, is, in my opinion, more reason why we should at once take up the question of studying the matter of controlling the road ourselves and improving same, making it an up to date radial electric road, to serve the City in all (of its) parts as an inlet and outlet, both for passenger and freight service, by doing this as soon as possible, we will be in a better position, to consider any offer we may receive, it being our duty to consider this matter from all sides.⁶³

The first report that dealt with the issue raised by the mayor over whether to discontinue leasing the rail line to a private company and instead to electrify the railway via the Hydro-Electric Power Commission was brought to council at the beginning of September. Owing to an estimated overall cost of between \$500,000 to \$600,000, this possibility was placed on a tentative hold.

While the idea... has not been dropped altogether, it is thought by the majority of the members of the board to be too big a proposition for the city to handle, coupled with the debt already existing.⁶⁴

Two months later, though, the question surfaced again. This time detailed findings were made available to council in the form of a lengthy report requested by Adam Beck. The report was co-authored by an "eminent consulting engineering firm" in Syracuse, New York and the Hydro-Electric Power Commission. To fully inform the public of the report's contents, the entire report appeared in a two page article published by the *Free Press*.⁶⁵ As an aid to its readers, the major findings that the *Free Press* claimed were in the report had been summarized and highlighted by the *Free Press* and appeared in a separate box at the end of the *Free Press* article. The only monetary details in this summary, however, were the projected yearly earnings (\$261,500), related yearly expenses (\$220,543) and the profit the city would stand to realize (\$40,955) if it endorsed an electrification bylaw that was scheduled for approval by the city's ratepayers on January 1, 1913.

What the *Free Press* had neglected to mention in its summary of the report, however, was the overall cost associated with electrifying the system itself. Although these figures did appear in the actual report, as well as on the second page of the *Free Press* article, unless the reader was extremely diligent, they could easily have been overlooked since they were not included in the *Free Press* summary. To correct this shortcoming the *Advertiser* provided the missing material in the form of a page 1 headline: LONG-AWAITED REPORT ON ELECTRICATION, PUTS COSTS AT NEAR \$900,000. Needless to say, this \$900,000 figure clearly exceeded the \$500,000 to \$600,000 figure that the city had already said was simply too high to warrant further consideration. In a follow-up article the *Advertiser* then called for an independent review of the evidence in Adam Beck's report.⁶⁶

Despite this request, though, during a meeting of the Board of Trade on December 2nd, only two officials were invited to testify, and these were the same two who had initially prepared the report, which certainly was not the independent review requested by the *Advertiser*. Nevertheless, and based solely on their comments, the Board recommended that city council submit a monetary bylaw for approval on January 1, 1913, that stemmed from the Beck report. In an editorial that appeared on December 3rd the *Advertiser* summarized its reaction to the Board's outright dismissal of their request.

Messrs. Gabey (from the Power Commission) and Storer (from the engineering firm in Syracuse) are electrical experts, no doubt of high standing. On problems within their professional sphere, their advice is worthy of respect. But they make no pretense of being railroad men, and on a railroad proposition of this kind they are not qualified to pronounce on anything beyond the cost of electrification. Upon all other phases of the question the testimony of railway experts is needed. It will be an outrage if ratepayers are denied a report from a competent source, and asked to be blindfolded into an expenditure of \$900,000, which Mr. Gabey says should be swelled to \$1,030,000 to complete the job.⁶⁷

The *Advertiser* further noted on December 5th that the members of the London Trades and Labor Council were opposed to electrification because “the city will be swamped with debt”⁶⁸ and the next day it summarized the outcome of an equally dismissive meeting held by the West London Progressives to discuss this matter.

Everywhere throughout the hall, the members, one after another, stated that they would not put themselves on record either for or against the electrifying proposition. Before doing so they wanted more accurate information on the question. Some suggested the folly of voting on a bylaw they knew nothing about.⁶⁹

In view of these negative reactions to the Board’s decision, on December 9th city council was asked to vote once again on whether it was indeed appropriate for council to put forward a monetary bylaw based solely on Beck’s proposal without the need to first obtain additional information. Of the 12 aldermen on council, seven agreed to delay the submission of this bylaw to the public and by a further vote of 8 to 6, council also supported the following resolution “that independent expert advice should be obtained,” which was in keeping with the *Advertiser*’s earlier recommendation.⁷⁰

The next day (December 10) the *Free Press* used the following front page headline and editorial to express its outrage at the nature of this behavior by council.⁷¹

SEVEN ALDERMEN DECLARED BY THEIR VOTES LAST NIGHT THAT THE PEOPLE CANNOT BE TRUSTED TO DEAL WITH THEIR OWN PROPERTY

The enemies of public ownership won a battle in the City Council last night. By a vote of five to seven the alderman divided on the side of the (private) corporations against the people. It is the struggle to give the citizens of London the right to say what they wish to be done with their own railway, the private interests scored...This journal does not pretend to say what were the influences which prompted these (seven) aldermen to vote as they did.

Is the fight for the people lost? That will be for the people themselves to say. They have been denied the right to vote upon a question affecting the future of a property into which they have put probably two millions of dollars. They have been told in effect they cannot deal with the question, because, forsooth, seven worthy aldermen are, for reasons they best know, not prepared to deal with it. These seven aldermen have said to the people that they are not fitted to judge whether the report which Hon. Adam Beck submitted to them is worthy of their consideration. But if the citizens of London

are not fitted to deal with their own property, THEY AT LEAST WILL HAVE THE PRIVILEGE OF DEALING WITH THE ALDERMEN WHO HAVE BEEN UNTRUE TO THEM. Election day is three weeks distant.⁷²

The *Advertiser* then immediately commented on this unprecedented rebuke by the *Free Press* of a city council vote.

Last evening a brow-beating article, evidently inspired, was printed in the *London Free Press* in which aldermen were warned that if they (were the ones who) voted to delay the vote on electrification they would be branded as hirelings of traction and private power interests. It was a disgraceful attempt at intimidation.⁷³

Despite the fact that the *Advertiser* had clearly accomplished its aim to postpone any further consideration of this topic until a later date, the level of vitriol associated with this issue continued to fester and become even more heated during the remainder of the month. Throughout this episode, however, it had also become apparent that a number of London's firms were keenly interested in the future of the railway and were also very much in support of the need for public sector electrification. One of the largest of these was the London Rolling Mills Company which then became embroiled in the next stage of the scandal because Adam Beck was a major shareholder in this firm.

The Scandal: 2nd Stage

On December 23, 1912, the *Advertiser* raised the possibility that the real reason Beck was strongly in favor of public sector electrification stemmed from his relationship with the Rolling Mills Company. According to the *Advertiser*, Beck stood to realize a considerable profit from his shareholdings since electrification would lead to lower shipping costs which, in turn, would improve the firm's overall profit margin. It was also claimed that Beck would gain since all of the existing rails on the London to Port Stanley line would need to be replaced once electrification was approved and the company would then be in a position to purchase "thousands and thousands of tons of rails, plates, spikes, guards and other steelwork..." at an extremely low price which could then be recast and sold at a considerable profit. In short, according to the *Advertiser*, given these two factors, it was clearly in Beck's interest to promote public sector electrification because of the financial rewards that he would eventually realize by taking this stand.⁷⁴

In a front page article on December 24th the *Free Press* responded to these charges by publishing a lengthy letter it had received from John White, owner of Rolling Mills. The article began with the following headline along with an excerpt from the letter that questioned whether the firm would indeed profit through the purchase and recasting the scrap rails, etc.

JOHN WHITE REBUKES SLANDER IN THE PURDOM NEWSPAPER

I wish to say that the Rolling Mills Company would not be bidders (on this material) for the very good reason that we cannot use steel rails in the manufacture of bar iron, neither are we equipped to roll these into smaller rail sections nor into bars of any kind; they are absolutely valueless to us

as raw material...any person who cares can easily see how absurd is your statement that the Rolling Mills is greatly interested in the scrap material which might be thrown on the market (as the result of electrification).⁷⁵

White also denied the *Advertiser's* claim that his firm was interested in electrification because it might lower the shipping costs of manufactured goods from his company to Port Stanley. According to White, "Our special interest in this matter (of electrification) is the maintenance of the present rate on coal (delivered) from Port Stanley to London." Hence, according to White, his concern was similar to that of many others, namely, would the current delivery charge for coal shipped from Port Stanley to London via rail remain unchanged if electrification were implemented as a replacement for steam? White's letter finally ended in praise of Beck for his many contributions to the city.

This city is indebted to Mr. Beck for bringing the Rolling Mills here at large personal risk, just as it is indebted to him for the Sanatorium, Horton street wells and the various other enterprises in which he has interested himself... The above being absolute facts, I fail to see how Mr. Beck will in any way enrich himself through his connection with the Rolling Mills at the expense of the city.

With the publication of this letter the *Free Press* not only disputed the charges by the *Advertiser* against Beck, but on the previous day it had raised similar charges against Purdom when it drew attention to his pursuit of personal financial gain through the operation of his private railway (the Traction Line) which in turn, was privately electrified. The *Free Press* noted that when the Traction Line began to operate as an electrified railway this led to a substantial loss in the number of passengers who previously had traveled from London to Port Stanley on London's steam railway. According to the *Free Press*, passengers typically prefer to travel on an electrified railway because it is cleaner and quieter than a steam operated rail system. Hence, Purdom's real fear was that if the London to Port Stanley Railway became electrified, the reverse would happen and lead to a substantial decrease in the profitability of Purdom's rail system.⁷⁶ In short, it was Purdom's goal that the London/ Port Stanley Railway should continue to operate, not as a municipally owned electrified railway, but under the present private leasing system as a steam railway, which the *Free Press* had previously reported was highly inefficient.⁷⁷

As the end of December, 1912, approached, the issue over public sector ownership and electrification versus private sector ownership and electrification became even more pronounced but now the issue centered not on the matter of electrification per se, but on the city council candidates' stand on electrification as expressed in the *Free Press* editorial of December 10, 1912, discussed above. Specifically, the candidates who were running for alderman in the civic elections to be held on January 1, 1913, had been divided by the two newspapers into opposing camps; the *Advertiser* supported those who previously had favored a delay in the vote on public sector electrification, while the *Free Press* supported those who took the opposite stand. When the final results of the election were tabulated, oddly enough, both sides declared victory.

On January 2nd the *Free Press* was extremely pleased with the outcome because seven of the eight candidates who were elected had pledged during the campaign to submit the issue of electrification directly to the people without the need for any further information. This meant, of course, that in a 12 member city

council, the *Free Press* would now be able to manage the controlling vote to be held on all forthcoming matters that concerned the issue of electrification.

The *Advertiser*, on the other hand, was also extremely pleased, but for a very different reason. It had supported five of the six aldermanic candidates who had previously voted for delay, had run for re-election, and were re-elected. Hence, according to the *Advertiser*, this was considered a victory, not in the sense of having achieved a controlling vote in city council, but as a direct insult to Adam Beck in his attempt to prevent the ratepayers from receiving the additional information they were entitled to have in order to cast an informed vote on the matter of electrification. The *Advertiser* expressed its reasoning in the following editorial.

THE AUTOCRAT REBUKED

Electors were daily implored (by the *Free Press*) to defeat the six aldermen-candidates who were falsely accused of trying to “muzzle the people” because they insisted on the right of citizens to fuller information on a scheme involving the expenditure of nearly a million dollars; a scheme based on an obviously imperfect report...which aroused grave fears among manufactures and shippers lest they should be deprived of steam road connections essential to their business. Five of the six members of the council who withstood the autocrat (Adam Beck) and were pelted with daily diatribes, have been re-elected.⁷⁸

The Scandal: 3rd Stage

The real debate between Beck and Purdon and their respective newspapers, however, came to a head when each paper attacked the other in a series of new charges and countercharges. The major issue under consideration this time, however, was not only over the matter of electrification, but also on the appropriateness of municipal (public) ownership versus private (leased) ownership of the railway.⁷⁹ The *Advertiser* had argued on many occasions that the best approach to dealing with the London/Port Stanley Railway was to maintain the private leasing system and hold that system open to “inviting bids for the road from the Grand Trunk, the Canadian Pacific, the Canadian Northern, the Michigan Central, the Pere Marquette and any other railway.”⁸⁰ The *Free Press*, on the other hand, favored public ownership and the need to do away with the leasing system. It was this particular concern, as expressed in a December 2, 1912, *Free Press* headline “Clash Between Private and Public Interests Over Electrification of the Pt. Stanley Road,”⁸¹ that now came to the fore on September 19, 1913, as a result of the request by Mayor Graham that city council should consider the following bylaw.

That the London and Port Stanley Railway be constructed and equipped as a (public sector) electric road (and if approved,) that the city solicitor be instructed to prepare a bylaw for submission to the electors ...authorizing the corporation to borrow the sum of \$700,000 and issue debentures therefor for a period of forty years with interest at 5 percent per annum, for the purpose of constructing, equipping and operating the London and Port Stanley Railway as an electric road.⁸²

The next day the *Advertiser* reported the outcome of the city council vote.

By the unanimous vote of the city council Friday night, the bylaw for the electrification of the London and Port Stanley Road goes to its court of last appeal—the ratepayers. Without a dissenting member, the twelve aldermen of the council voted to allow the people to voice their opinion of the merits or demerits of the proposed \$700,000 electrification scheme.⁸³

Unlike the controversy that had erupted prior to the January 1, 1913, referendum, which centered on the need for more information beyond what was contained in the one report provided by Adam Beck's experts (Gabey and Storer), London's ratepayers were now further subjected to three additional expert opinions and, as a result, a new dilemma arose as reported in the *Advertiser*.

When all four experts' reports submitted on the electrification question are examined closely they are found to be at variance on almost every point. Not only are there wide discrepancies as to fixed charges, but a startling variety of opinion also presents itself when such items as revenue from passengers, revenue from freight and operating expenses are looked into...the Eastman report says that the road will earn in the first year the sum of \$80,000 from freight carried. This is \$60,000 less than the Gabey-Storer estimate, \$40,839 less than the Warfield estimate, and \$15,000 less than the Marshall estimate... In terms of passenger revenue the Marshall report says that the road will make in the first year the sum of \$80,000 which is \$41,500 less than the Gabey-Storer estimate, and \$32,322 less than the estimate in the Warfield report and \$20,000 less than figure in the Eastman report.⁸⁴

In view of these discrepancies, how was one to know whether electrification would indeed be profitable? There was also the possible danger that electrification was said to pose to the men who worked on the railway and there was the further question of whether the various steam operated lines would continue to serve London if London agreed to install an electrified system. Each of these issues was raised in a series of charges against electrification by the *Advertiser* followed by a series of countercharges that appeared in the Free Press in the days that led up to the October 22, 1913 referendum.

The one major issue that still most concerned the *Advertiser*, however, was cost. The *Advertiser* noted the absence of any information on the additional expenses associated with the need to purchase or rent further freight cars to accommodate the anticipated growth in future freight shipments. It was estimated that 150-200 cars would be needed at a cost of around \$12,000. Its greatest concern, however, was the overall financial burden that would be inflicted upon the individual ratepayer if the bylaw to borrow \$700,000 were approved. Two days before the referendum the front page headline story in the *Advertiser* contained the following warning.⁸⁵

A MORTGAGE OF \$280 ON EVERY HOME IN LONDON

On a debenture issue of only \$700,000 London would be forced to pay in the forty years for which the debentures would be issued the enormous sum of \$2,800,000 in interest and sinking fund, plus the yearly deficits that are certain to be realized. This would mean that every home in London would be mortgaged for the sum of \$280 and that every individual would be mortgaged for the sum of \$60.

On the same front page the *Advertiser* also summarized the advantages of maintaining the current private leasing system by calling attention to the gains that would be made if London were to consider the private leasing proposals that recently had been made by the Canadian Northern, the Grand Trunk and the Michigan Central rail lines. The Canadian Northern, for example, had offered to pay London \$35,000 for its lease, which was double the amount that the London/ Port Stanley Railway had earned in the past. In addition, it was also prepared to enter into a “binding agreement as to freight rates... to grant running rights to all other steam railways, and to erect a large new hotel in the city of London.” Rather than dispute any of these claims, the *Free Press* instead chose to report excerpts in favour of electrification from a speech by Adam Beck.

To hear our opponents, we live by the grace of the Grand Trunk. They tell us that we insult them by desiring to operate our own railway... You might as well try to insult a rhinoceros by poking him in the ribs with your thumb as try to insult the Grand Trunk... I stake my reputation as a public man on the reports of my engineers, Messrs, Gabey, Storer and Murray. They tell us we can make a success of this undertaking, and on their estimates I am prepared to stand.”⁸⁶

The *Free Press* then used its own words in an editorial to comment on the above attack by the *Advertiser*:

Private monopolies in London, more particularly the traction company, have openly shown their antagonism to electrification of the London and Port Stanley Railway. They have used every means in their power to frighten, cajole or cudgel the citizens into voting against the Beck scheme. Not one of these concerns are public spirited in the matter or have the interest of the citizens at heart. THEY ARE OUT FOR THEMSELVES.

In a circular issued by these (private) interests and sent to probably every ratepayer in London there are 28 or 30 paragraphs, and almost every paragraph contains either a direct or an implied falsehood. There is no intention to be fair, frank, or honest. The (private) interests are determined to defeat electrification and they have not stopped at most dishonest methods... The whole pamphlet is an insult to the manhood of London.⁸⁷

On October 22nd, of the 8,500 London ratepayers who were eligible to vote, 2,820 voted in favor of electrification while 2,074 voted against. Despite this rather thin (15%) margin of victory, on October 23rd the *Free Press* ran the following front page headline: “PUBLIC OWNERSHIP WON A STRIKING VICTORY AGAINST TREMENDOUS ODDS AT THE POLLS.” It justified this somewhat erroneous headline by claiming that in 80% of the 66 London subdivisions the vote was in favour of the bylaw. Not surprisingly, the *Advertiser* then questioned the validity of this claim in its own October 23rd front page headline and story.⁸⁸

MACHINE TACTICS AND POLITICS AIDED IN MR. BECK’S VICTORY

Well oiled by money supplied from sundry mysterious sources, the entire Conservative machine, supplemented by the expert assistance of the municipal machine and a number of politicians and near-politicians and job-seekers, was running with a wonderful smoothness yesterday... Close tab

was kept on every voter, eligible to exercise the franchise, and everyone was rounded up in short order and hauled to the polls in one of the many conveyances at the disposal of the electrification committee.

Irregularities at the polls were (also) reported from all sections of the city. In one ward a well-known businessman voted twice, contrary to the law. In some of the subdivisions there were two scrutineers for electrification and none against. This was caused by a series of neat little tricks performed by the municipal and Conservative machines (who were) ardent electrificationists having been sworn in as scrutineers AGAINST the scheme. In spite of the fact that the 1912 (voter registration) list was used a number of persons on that list were refused the right to vote and the majority of the refusals were those known to be opposed to the scheme.

Aftermath

Independent of the truthfulness of any of these accusations by either the *Free Press* or the *Advertiser*, the decision to move ahead had now finally been achieved and, as reported in the *Free Press* on July 13, 1914, the beginning stages of electrification had been undertaken.

Mayor Graham explained that the steel rails had arrived at Port Stanley...The ties were all delivered and the balance of the road-bed equipment was on the way...Arrangements will be made to float a loan with the Molsons Bank... The debentures (approved in October 22, 1913) will not be sold until next year... (and) It is expected that the Michigan Central Railway will do the construction work. Tenders will be finally considered to-day or to-morrow and will be awarded. Construction work will start next week.⁸⁹

On July 15th the contract for construction was awarded, not to the Michigan Central Railway as had been anticipated by the mayor, but instead to the Pere Marquette Railway, a steam locomotive company that previously had been responsible for leasing the line. To hasten the changeover from steam to electric power, construction crews were immediately “put to work at both ends of the line,”⁹⁰ and on July 22, 1915 the London/Port Stanley Railway was officially opened as an electrified line.⁹¹

To mark the occasion, a grand celebration was held in downtown London. Although both of London’s papers covered the event, as would be expected, the most detailed and laudatory account appeared in the *Free Press*. While the material in the *Advertiser* presented a brief factual overview of the day’s activities, on its editorial pages it continued to maintained a negative view of the entire venture: “The L. and P.S.R. is a very heavy charm on our watchchain. It is more like a paving-stone hung round our waist, a poor life-preserver.”⁹² The following summary of the day’s major events is from the front page of the *Free Press*.

All morning the (600) delegates arrived and registered at the Tecumseh House where they were given badges and introduced to each other. At 1 o’clock the first train (to Port Stanley) left the station at Richmond and Bathurst streets. All the trolley cars were commissioned and one of the electric locomotives hauled a train of 10 C.P.R. passenger coaches. Sir Adam Beck took the first train and was joined by members of Parliament, both provincial and federal. Men prominent in the public

ownership movement all through the province were on hand. It was a demonstration the like of which has seldom been seen in London, or elsewhere, for that matter... One of the striking features was the representation from the rural municipalities. The townships are greatly exercised about the hydro radials, and they welcome the opening of the London and Port Stanley Railway as the first link in a great chain of radials that will cover the whole of the Province of Ontario and eventually spread over the whole continent.⁹³

Along with the *Free Press* reporter who covered the events, the *Detroit Journal* also sent its own reporter who was not only extremely impressed with the lead that London had taken in launching this initiative, but even admonished the United States for not being more proactive in pursuing the same municipal ownership goal.

London officials and citizens and hydro-electric engineers from all the over the province realize that this is an extraordinary occasion... This is why London is host to from 500 to 1,000 guests, including many members of the Dominion Parliament and the Provincial Legislature, the mayors, engineers and other officials from scores of cities to see the model electric railway which a city has built for the people.

Detroit and other cities in the United States where the people are interested in municipal ownership have no representatives at the inauguration of London's own interurban line. But a little study of the line itself and of the municipal ownership development in Ontario would startle American communities, which talked municipal ownership years before it was talked of in Canada, but which have done nothing while Canadian cities have done much... The chief event of the day, of course, is the formal opening of the road, in which the delegates will go in detachments from London to Port Stanley. By the time the delegates have taken that trip and have listened to the addresses in the banquet that will follow to-night in the Masonic Temple, municipal ownership of railways in Ontario will have received a tremendous impetus. As a gathering of cities alone this meeting in London to-day is remarkable. But a gathering of cities to witness a demonstration of municipal ownership is unique in the history of city government.⁹⁴

All in all, July 22, 1915, was a truly glorious day not only for the city but also for Adam Beck and Lady Beck, who were the recipients of many honors during the banquet that was held that evening.

The banquet was a distinct triumph for Sir Adam Beck, who was given a memorable reception. He was presented with a piece of gold plate suitably inscribed by the Ontario Municipal Electrical Association coupled with illuminated addresses by major delegates from the City of Toronto and the City of London. Lady Beck was given a fine electric car, as a mark of appreciation from the Municipal Electrical Union. "We do so in admiration and hearty appreciation of the splendid manner in which she has assisted her husband, Sir Adam Beck, during the 12 years he has been in public life," declared Mr. Ellis. "She has made many sacrifices in her home life, which both love so well. Her's has been a real sacrifice and a real devotion. Sir Adam has blazed the way for constructive statesmanship. He has erected a monument to himself that will live after we have all passed away. He has taught statesmen to think out a great project for the public good, and carry it to a successful issue, to the

exclusion of other things. I hope, we all hope, that she will long continue to aid and encourage him. We are proud of Sir Adam, we are proud of Lady Beck. We beg her to accept this gift, which comes from the heart.”⁹⁵

A Final Summation

In view of the prolonged debate as well as the many false or misleading accusations that accompanied the launch of this rail line, it is important to mention that both the freight and the passenger service were said to be highly successful at least during the early years of operation. In 1943, for example, the railway carried over one million passengers between London and Port Stanley and the freight traffic doubled almost yearly beginning in 1916 then reached its peak in 1929.⁹⁶ Unfortunately, however, in the years that followed these early successes both services experienced heavy financial losses which in turn caused London’s city council, in January, 1957, to end the electric railway’s existence.

Funeral arrangements for the London and Port Stanley Railway passenger service were completed today and well in advance of the actual burial there was talk of getting rid of the old girl’s remaining freight business... Notices of the decision went up in all LPS stations today and advertisements in *The London Free Press* and *The St. Thomas Times-Journal* also announced the passing of an era.⁹⁷

As the first stage in this “passing of an era” the notice in the *Free Press* stated that passenger service from London to Port Stanley would be discontinued at midnight on February 1, 1957 and that passenger service from London to St. Thomas would terminate on February 18th at 9:05 p.m. Although the end of this era may have ushered in a moment of nostalgia for a few of London’s riders, as reported in the *Free Press*, such was not the case for the majority of others.

Passenger service between London and Port Stanley on the jolly old L & PS Railway ended at 9:12 p.m. last night and final run would have been poor pickings for train robbers: Only 20 persons went to the Port and 10 of them returned immediately after a 10-minute stop. There was no fanfare, pomp or pageantry attached to this end of an era; in fact, the service ceased with as much ceremony as a dog displays when he flicks off a few fleas... (the 10 who returned) were aboard solely because of the historic aspects of the trip.⁹⁸

The situation was similar on February 18th when the last round trip occurred between London and St. Thomas.

“Days I knew with you
Are just a memory
That is all they are to me.”

If there had been a band, that might have been one of the songs played as the London and Port Stanley Railway passenger service faded into history last night at 9:05. But there was no band and no crowd as the service went out in a blaze of indifference. Some 21 persons were on hand for the passing—12

passengers and two crew. The last passenger off the train was William Thomson, of 187 William street, who, with his wife, made the last round trip to St. Thomas and back for sentimental reasons...⁹⁹

While it is impossible to know what led to this show of indifference, it could be as suggested below, that the lack of regard for the end of the passenger service may have resulted from a diminished reliance on rail transportation between London and Port Stanley owing to the improvement in road conditions coupled with the increased availability of automobiles and bus service. In any event, it is worth noting that along with these factors another cause of the railway's demise was a change-over in electricity from alternating current to direct current at the generating source which made the train's consistent operation largely impossible.¹⁰⁰ Although "a \$40,000 rectifier could solve the problem, the London Railway Commission decided months ago that the revenue-losing line didn't warrant the expense."

It should also be mentioned, however, that the demise of this railway in 1957 was not an isolated occurrence in that most of the other nearby electrified rail lines had also experienced a similar fate. In other words, Beck's vision of electrifying all of the small railways throughout Ontario had largely come to an end between the 1930s and the 1950s.

...nothing came of the grandiose scheme (promoted by Beck) for gridironing the Province with Hydro radials. Toronto and other municipalities that acquired electric radials suffered heavy losses. The Toronto Metropolitan Railway, the Scarboro Railway, and the Long Branch Railway were sold for a song or their tracks torn up. The Windsor line was turned over to the Sandwich, Windsor & Amherstburg Railway Company in 1931... (and) the tiny Guelph Railway ceased to carry passengers in 1937.¹⁰¹

In commenting on this matter, William R. Plewman, who was a longtime associate and admirer of Adam Beck suggested the following reason for Beck's initial backing this venture.

His determination to force through a radial programme as he had forced through a power policy was the mistake of this life. It should be borne in mind, however, that he was right, absolutely right, in his radial policy when he first adopted it. At that time Ontario was without a good roads system (and) the automobile was something new...

(While) Opposition to radials in the first place was largely captious... it aroused the fighting blood of Adam Beck and prevented him from seeing the degree to which motor busses, motor trucks and good roads had affected the situation during the ten or twelve years that elapsed before the radial agitation came to a head. The Hydro engineers, particularly Fred Gabey, should have warned him of the altered conditions; instead they assured him that the success of the rubber-tired traffic was a flash in the pan and that when the time came for renewal of equipment, motor competition with electric railways would collapse. Adam Beck kept capable engineers at his elbows and after examining their recommendations from every angle, he was accustomed to gamble everything on their advice. This was one of the rare instances of Hydro engineers leading Adam Beck into trouble.¹⁰²

To conclude this summation it is also worth mentioning two other points. First, despite the fact that the electrified version of the London to Port Stanley Railway ceased to exist in 1957, that same year city council did attempt to resurrect the freight component of the line with the purchase of several Diesel locomotives.¹⁰³ Unfortunately, however, because this attempt too proved unsuccessful, the rail line was finally forced to end its overall existence on December 1, 1965.⁹⁶

The second point has to do with the overall cost to the city of this project. As stated above (see page 88) the initial estimates for the electrified line ranged from \$900,000 to \$1,030,000, yet the final cost as reported in 1936 was \$1,913,141.72,¹⁰⁴ which was roughly three times the amount that the city had actually borrowed (\$700,000) to pay for this undertaking. To fully appreciate the magnitude of this financial burden on the city's ratepayers it is important to keep in mind the estimate of \$2,800,000 that the *Advertiser* had claimed would be owed by the city to those who loaned the city this \$700,000, given the 40 year duration of the loan at 5% interest. In addition, it is equally important to keep in mind that the city had also approved a bylaw in 1913 to borrow a further \$250,000 to help pay for the Federal Square Project (see page 72) and with the onset of the Great War in 1914, further funds were required from London's citizens to support the war effort. In 1917 for example, Londoners had purchased \$6,500,000 worth of Victory War bonds from the Dominion Government and in 1918, when the Victory Bond campaign ended, London's sales had reached \$9,087,100.¹⁰⁵ The reason we raised this second point is that it poses an interesting question: how did the city managed to repay all of the debt that both projects incurred beginning around 1912, and at the same time cover the city's other yearly expenses, when so much of its citizen's personal wealth appears to have been devoted to supporting the war effort? While at present we are unable to answer this question, perhaps an additional investigation into other aspects of London's historical archives will contain the necessary information.

End Notes

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- 2) London City Council Minutes, 1912, p. 3.
- 3) London Free Press, November 9, 1912, p. 1
- 4) London Free Press, January 1, 1913, p. 4. Col. 1-2.
- 5) London Advertiser, December 31, 1912, p. 6, col. 5.
- 6) London Advertiser, December 9, 1912, p. 11, col. 4-5.
- 7) London Free Press, December 28, 1912, p. 1, col. 3.
- 8) London Free Press, January 2, 1913, p. 1, col. 6.
- 9) London Advertiser, January 6, 1913, p. 1, col. 6-7.
- 10) London Free Press, December 30, 1912, p. 1, col. 2.
- 11) London City Council Minutes, 1913, p. 49.
- 12) London Free Press, January 4, 1913, p. 1, col. 1-2.
- 13) London City Council Minutes, 1914, p. 3.
- 14) London Advertiser, July 13, 1914, p. 32.
- 15) London City Council Minutes, 1914, p. 299.
- 16) London City Council Minutes, 1915, p. 101.
- 17) London Free Press, January 2, 1917, p. 1, col. 6-7.

- 18) London Free Press, December 6, 1916, p. 4, col. 2, and December 7, p. 4, col. 1-2.
- 19) London Free Press, December 6, 1916, p. 4, col. 2.
- 20) London City Council Minutes, 1917, p. 125.
- 21) London Free Press, December 6, 1916, p. 4, col. 2.
- 22) London Advertiser, December 29, 1916, p. 2, col. 2.
- 23) London City Council Minutes, 1919, p. 5.
- 24) London City Council Minutes, 1919, p. 206.
- 25) London City Council Minutes, 1921, p. 3.
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- 30) London Advertiser, September 7, 1925, p. 1, col. 6-7.
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- 33) London Advertiser, December 1, 1923, p. 2, col 1-7.
- 34) London Advertiser, December 1, 1923, p. 1, col. 6.
- 35) London Free Press, December 1, 1923, p. 1, col. 6-7.
- 36) London Advertiser, December 4, 1923, p. 8, col. 1-2.
- 37) London Advertiser, November 27, 1926, p. 17, col. 5-8.
- 38) London Advertiser, December 7, 1926, p. 2, col. 8.
- 39) London City Council Minutes, 1927, p. 3.
- 40) London City Council Minutes, 1927, p. 135.
- 41) London Advertiser, December 4, 1926, p. 11.
- 42) London Free Press, November 14, 1928, p. 16, col. 1-2
- 43) London Advertiser, November 14, 1928, p. 4, col. 3.
- 44) London Free Press, December 4, 1923, p. 1, col. 7.
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- 52) London Free Press, December 19, 1910, p.1, col. 7.
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- 68) London Advertiser, December 5, 1912, p. 11, col. 6-7.
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- 78) London Advertiser, January 2, 1913, p. 4, col. 1-2.
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- 85) London Advertiser, October 20, 1913, p. 1.
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- 88) London Advertiser, October 23, 1913, p. 1, col. 1-2.
- 89) London Free Press, July 13, 1914, p. 1, col. 5-6.
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The Growing and Harvesting of Sugar Beets in Middlesex County in Times Gone By

Mike Rice

This photo essay is of sugar beet farming as seen through the lens of a *London Free Press* photographer. The first two photos are generic to farming: the last photo was taken in Wallace-burg, Ontario. The following photographs were courtesy of Western University Archives, *London Free Press* Negative Collection.



In the 1950s mechanization had made life easier for farmers.

Fred Cross of Westminster Township is seen harrowing his fields with his horse Molly. The photo was featured in the *London Free Press* feature called “Spring Time” on May 25, 1950. The original photo was taken on May 2nd.



It was difficult trying to find a photo of farmers seeding; in this photo we are at the Ontario Hospital for the Insane. A four-horse team is seeding the field, the photographer is looking in a northwesterly direction towards the intersection of Highbury Avenue and Oxford Street. The photo was taken on May 19, 1952.



Somewhere in Middlesex County the *London Free Press* sent a photographer out to shoot the latest sugar beet harvester. Sugar beets were a labour intensive crop; harvesting began in the fall. The photo was taken October 10, 1950.



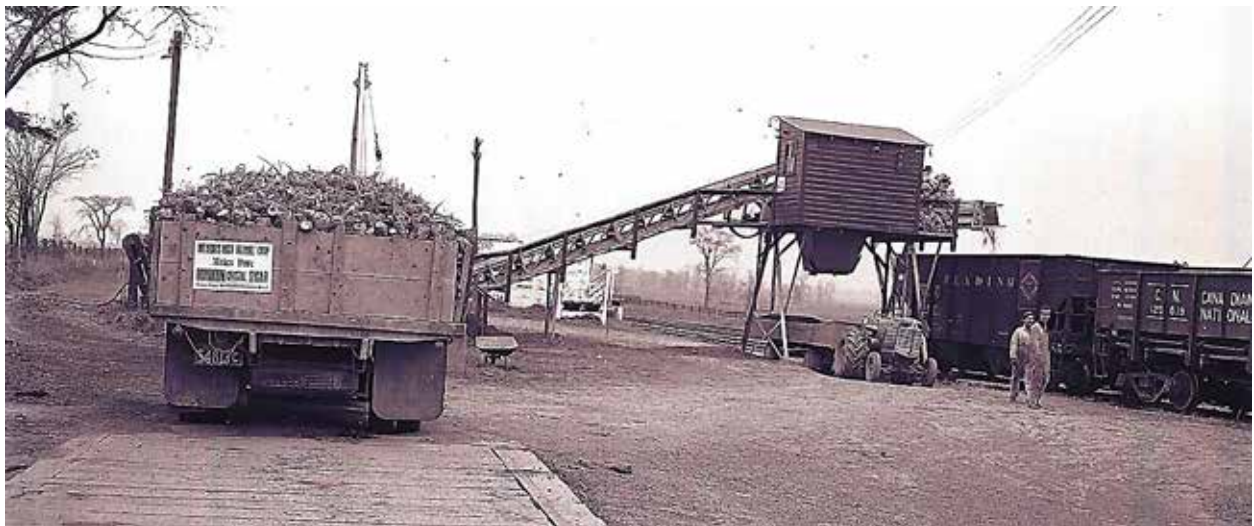
At Lucan, Ontario, trucks are lining up to unload their load of sugar beets. The unloading facility is on the former Grand Trunk mainline. The photo was taken October 24, 1950.



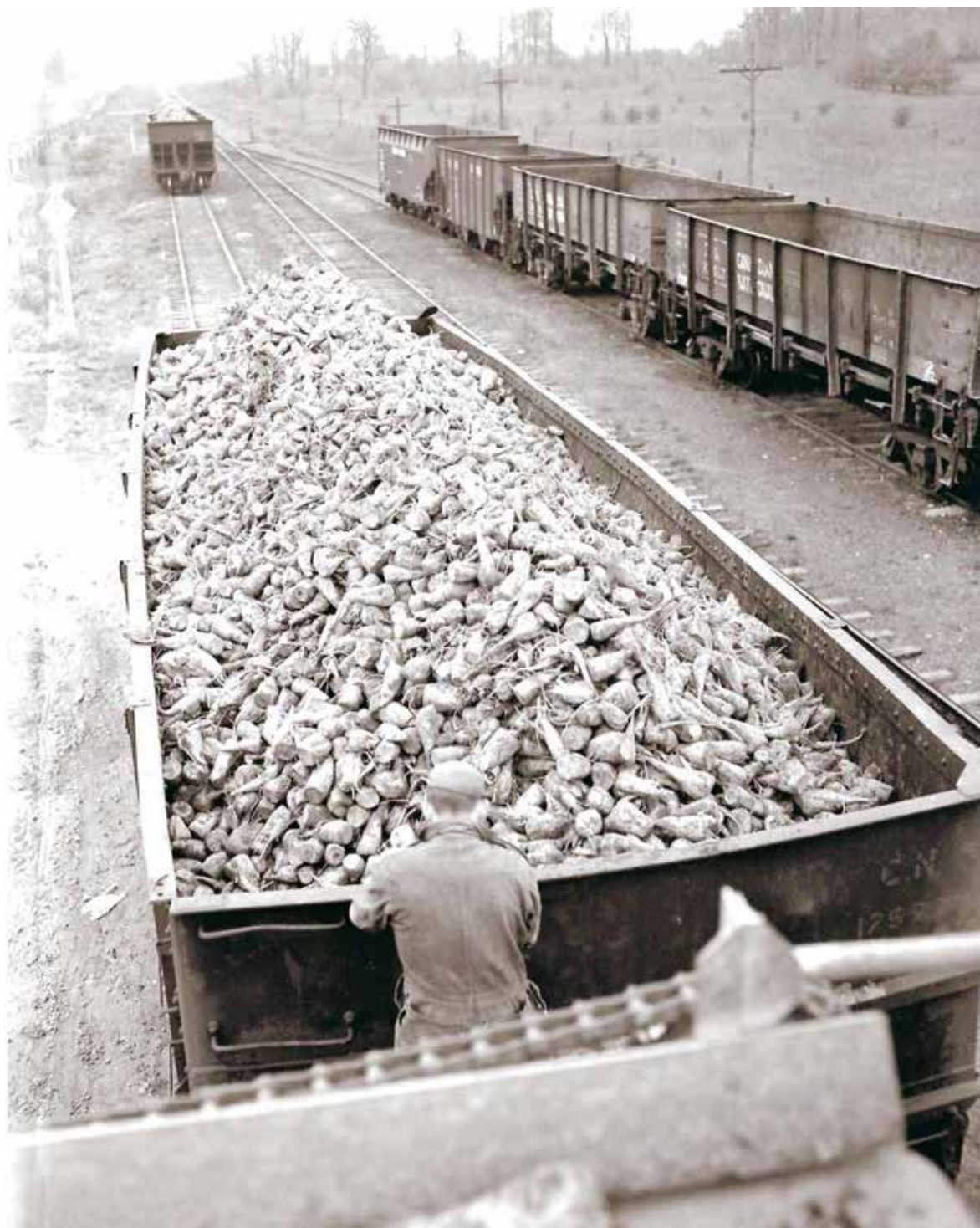
Getting towards the end of sugar beet harvesting season, farmers are lining up their trucks. They are waiting to unload at the railway facility at Lucan, on the former Grand Trunk mainline. The photo was taken November 17, 1950.



A farmer has just come off the scale at Ilderton, Ontario. He is waiting his turn at the conveyor. We are at another station on the former London, Huron and Bruce Railway. In this photo there is a war surplus 1500cwt vehicle near the tracks. The photo was taken October 27, 1950.



A tractor and farm trailer have been positioned under the loading facility. The trailer will receive dirt and weeds that got into the farmer's load. Also, in this photo we see hopper cars and general service gondola cars; these are the main type vehicles used to transport sugar beets.



What is this person doing?

The railway employee is releasing the brakes so that the train crew can move the railway car.

The railway cars will then be moved by locomotive from Ilderton to London's CNR yard.

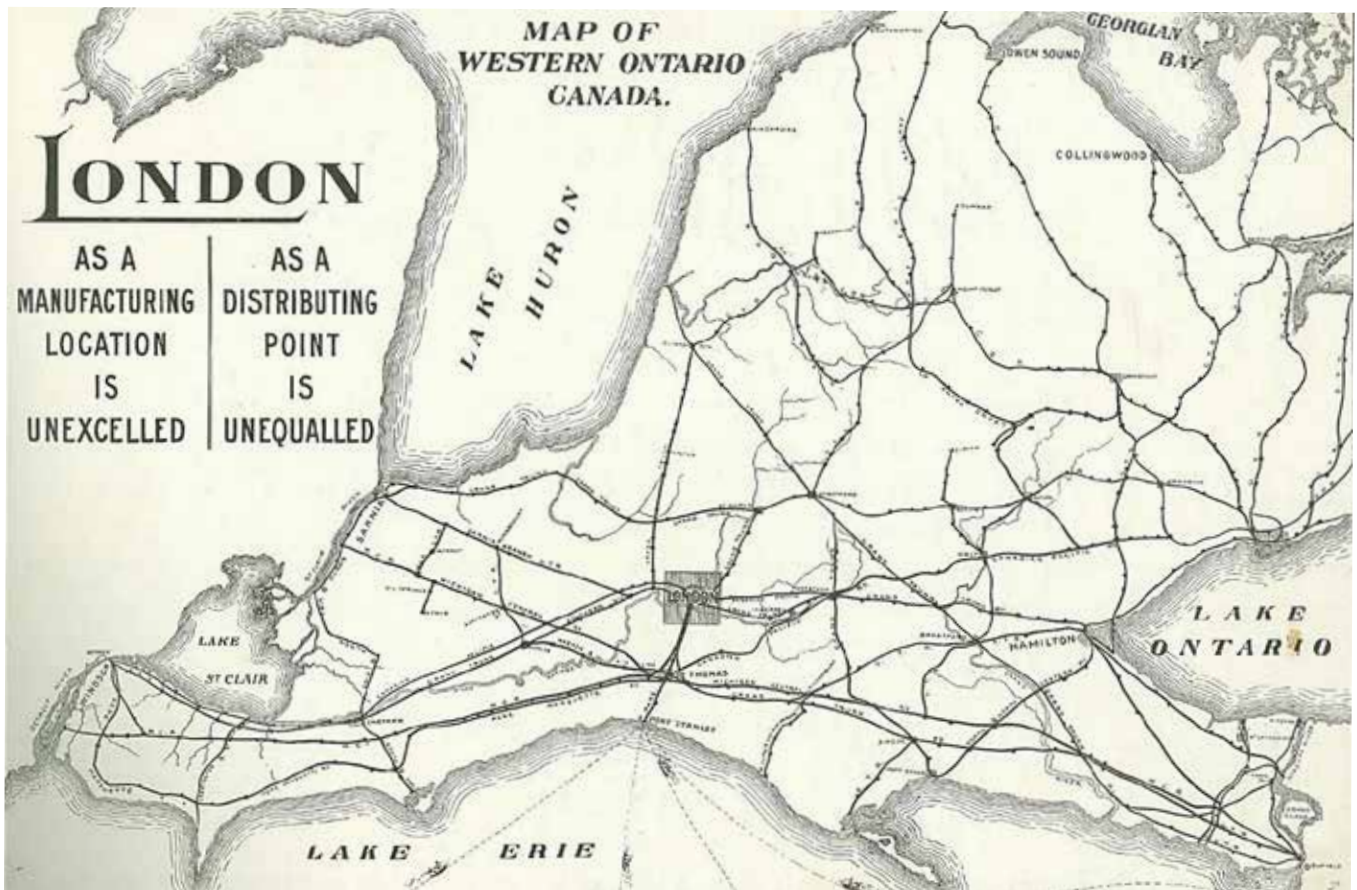
The photo was taken October 24, 1950.



After arriving at London's CNR yard railway cars from Ilderton, Lucan and Granton will be assembled into a train. The train's destination will be The Canadian and Dominion Sugar Company processing plant at Chatham, Ontario.
The photo was taken October 31, 1949.



Upon arrival at Chatham, Ontario the Canadian and Dominion Sugar Company locomotive will take the train to a site where the sugar beets can be unloaded. Such a site was located at Wallaceburg, Ontario where the piles of sugar beets could measure fifty feet wide, thirty feet high and one thousand feet long. The photo was taken November 17, 1950



This 1905 map, that appeared on page 1 of the *London Old Boys Semi Centennial 1855-1905* issue, illustrates the tremendous importance of London, and its connection to Port Stanley, as a rail centre for all of Southwestern Ontario. The enclosed article by Marvin L. Simner reveals the impact that this rail centre had on the early growth of the city as a manufacturing the mercantile hub for the surrounding area.