



JOHN GARTSHORE

1810 - 1873

*Founder of the Gartshore Family  
in Canada*

# Leaves from a Lifetime

*Being a brief history of the Gartshore  
Family in Scotland; of the Gartshore  
and Moir Families, as pioneers, in  
early days in Ontario; and of the  
life and reminiscences to date of  
William Moir Gartshore*

EDITED BY  
MARGARET WADE

*To my Wife*  
*who journeys into the sunset with me,*  
*to my daughter,*  
*Edna Theresa (Gartshore) Cleghorn,*  
*and her children,*  
*Catherine*  
*and*  
*Dr. Robert Allen Cleghorn,*  
*this book is lovingly dedicated.*

WILLIAM MOIR GARTSHORE

## FOREWORD

---



AS I have grown older, more and more I have found myself giving thought to the past, and particularly to those very old times of which my parents were wont to tell when I was yet but a child. They were pioneer folk, my father and my mother and their people; and the tales they had to tell were of that tremendous drama of the conquest of the forest wilderness that was Ontario in the days of their youth, and the first steps in the bringing of it into subjection to that measure of civilization and improvement which we enjoy to-day.

Perhaps this is the result of the greater leisure of which I find myself possessed, now, after so many years of driving activity in which calm and detached reflection was largely an unattainable luxury. Or perhaps it is that, arrived at a time of life similar to that which they had reached at the time I best remember them, there is now an added bond of sympathy between myself and my parents that Time alone could weave.

Whatever the cause, I have lately found myself, as I have stated, thinking long thoughts upon those early days of which they told; have found myself regretting that of the true and absorbingly interesting stories

they had to relate, I have been able to retain in memory only fragments; find myself wishing poignantly that I had harkened more attentively and treasured more carefully the things they had to tell, so that even such as I have kept might now be more vivid and detailed in my mind.

I have to admit, too, that my grandchildren seem in their generation to be wiser than I. For as I recount to them what I can recall of these old tales, they are enamoured of them. When they were younger their constant plea was: "Tell us some more, grand-daddy." But now, with somewhat more mature judgment, they have asked: "Won't you write them for us, so that we may keep what you remember?"

In response to this request I spent time during the past year gathering together a considerable amount of information relating to the history of our family, the early experiences in this country of my father and mother, and a few facts and reminiscences out of my own experience.

This, in a sort of conglomerate mass, I handed to one whose business it is to write, with the request that it be put into something like consecutive order and readable form so that I might have some copies printed for members of my family and those few friends who are sufficiently closely associated with us that I could venture to suppose it would prove interesting to them.

## FOREWORD

Now that the completed manuscript has come to me, I am astonished to find that much has been added to the material I furnished; that my own activities now constitute much the greater part of the whole; and that what were originally a few simple statements of fact have grown into a fairly lengthy autobiography of a distinctly eulogistic character.

To this I have made protest. Such was not my intention in beginning this work; nor does it have my approval, now that it is done. But the editor of it, defending the work, has maintained that everything herein is still simple, unexaggerated statement of fact; that less, as only a part of the truth would be misleading to readers who, in later years it may be if not now, will be constrained to form their picture of these years and events from the written word alone.

This difference of opinion at length has been submitted to certain of my closest friends for arbitration. And, expecting support in the attitude I had taken, I have been astonished and mildly chagrined to find myself overwhelmingly opposed. It is not the first time I have been out-voted by a large majority; but it is the most surprising! I had not looked for this defeat of kindness—of partisanship, I am inclined to call it. The unanimous opinion of those consulted seems to be that the record of my life as given in these pages is a more accurate and fitting one than the much briefer, much less prideful one that I had prepared.

L E A V E S   *f r o m*   a   L I F E T I M E

In reading these pages, therefore,—which undoubtedly I sponsored, but not in their present form—if you are tempted to think of this William Moir Gartshore as a devil of a fellow in his own regard, spare me!

I acknowledge with gratitude the heritage that was mine from Scottish and Canadian-pioneer forbears, of a sound physique, a clean mind, and the noble example of their uprightness and high ideals of honor. But aside from this I still insist that I am an undistinguished worker among workers, and that the measure of success that has been mine I have achieved only with the capable, generous, and whole-hearted co-operation of all those good people among whom my lot has been cast.

*William Moir Gartshore*

London, Ontario,  
December the thirty-first,  
Nineteen hundred and twenty-nine.



## CONTENTS

---

### *Chapter I*

#### **Early History of the Gartshore Family**

	<i>Page</i>
The Bringing of the Name to Canada.....	19
The Gartshore Family in Scotland.....	19
Life of John Gartshore.....	20
Disposal of Maryburgh.....	22
The Moir Family in Scotland.....	25
The Moir Family in Canada.....	30
Descendants of John Gartshore and Margaret (Moir) Gartshore.....	33

### *Chapter II*

#### **Early Days in Fergus**

From Hamilton to Fergus in 1834.....	37
Life in Fergus in 1835.....	42

### *Chapter III*

#### **The Bon Accord Settlement**

Spying out the Land.....	55
The Immigration.....	59



L E A V E S   *f r o m*   a   L I F E T I M E

	<i>Page</i>
The Arrival.....	63
To be—or not to be.....	65
“He was a Neighbor”.....	66
The Settlement Established.....	69
Names of Families and Residences of the Bon Accord Settlement.....	73

*Chapter IV*

**Early Days in Dundas**

Dundas an Important Industrial and Ship- ping Centre of Upper Canada.....	77
The Lesslie Firm.....	77
Golden Days in Dundas.....	79

*Chapter V*

**The Gartshore Industry**

Founding of the Industry.....	85
Early Days.....	86
Gartshore Men and Machines.....	87
Gartshore Graduates, Founders.....	88
A Different Type of Prodigal Son.....	88
Its Part in the Industrial Development of Canada.....	91
Early Difficulties and Helpers.....	94

## CONTENTS

### *Chapter VI*

#### **Life of William Moir Gartshore**

	<i>Page</i>
Early Training and Influences.....	99
Connection with the McClary Industry.....	100
Descendants.....	101
Military Career.....	102
Ranks Held.....	103
Reminiscences.....	105
Recollections of the Jubilee.....	116
Connection with Victoria Hospital.....	118
Connection with the Western Fair.....	124
A Tilt at Politics.....	125

### *Chapter VII*

#### **Founding and Development of the McClary Industry**

The Original Enterprise.....	131
Early Experiences.....	136
Widespread Growth.....	137
Influence of W. M. Gartshore.....	137
The Benefit Association.....	141
The Welfare Department.....	142
The House Publication.....	146
A Personal Tribute.....	150

*Chapter VIII*

**Addresses and Letters.**

	<i>Page</i>
Address of Colonel W. M. Gartshore at the opening of the suite of Operating Rooms, Victoria Hospital, June 2nd, 1927.....	155
Address of Hadley Williams, M.D., F.R. C.S. (England) on the same occasion.....	158
Letter of Resignation, W. M. Gartshore to The McClary Welfare Association, November 1st, 1927.....	161
Letter of Acceptance of Resignation, Com- mittee of The McClary Welfare Associa- tion to Colonel W. M. Gartshore, No- vember 11, 1927.....	162
Letter of Appreciation, John J. Foot, Esq., to Colonel W. M. Gartshore, November 21st, 1927.....	164



## CHAPTER I



## Early History of the Gartshore Family

### *The Bringing of the Name to Canada*



THE family of Gartshore with which this history has to do, is first known in this country when, about 1833, one, John Gartshore, left his native home in Scotland and came to Canada.

He came, as of necessity all must do in those early days, by sailing vessel; and was accompanied on the journey by a sister and her husband, whose name was Smiley. The sister died when their vessel had come within sight of land, and was buried in Newfoundland. There the husband remained. But the brother came on, westward, and his name became one very well known in the annals of pioneer Ontario.

### *The Gartshore Family in Scotland*

John Gartshore, the first of the name in Ontario, was a native of Maryburgh, Scotland, an estate some eight miles out of Glasgow.

Originally, this was the home of the Mochra family, and William Moir Gartshore, one of the now-living descendants of the line has, in his home, an ancient cabinet, once a part of

the house at Maryburgh, which bears on its panel the inscription "R. V. M." and the date "1602".

The first of this name of which definite record is now available is one, Robert Mochra. It seems probable that he passed away without male issue, for from him the property descended to Mary Mochra, his daughter, who was married to a Robert Gartshore.

A son of Robert and Mary (Mochra) Gartshore, by name Alexander Gartshore, succeeded to the estate, and married a woman named Marion Steel. On November the eighth, 1810, there was born to them the son, John Gartshore, who, some twenty-three years later, crossed the ocean and founded a family of the name in what was then little better than a wilderness.

### *Life of John Gartshore*

There is now no record of the exact date on which John Gartshore arrived in Canada; but there is the authentic record of his marriage, on March the seventh, 1834, in the city of Toronto, to Mary Mitchell. The latter died the following year, presumably of cholera, which was very prevalent at that time. He then was living at Niagara-on-the-Lake, but in 1835 removed to Fergus, and shortly thereafter erected, at that point, the first flour mill located on the Grand River. This mill and the dam that impounded the water that

## EARLY HISTORY OF THE GARTSHORE FAMILY

furnished the power by which it was operated were unique in that they were constructed entirely of wood with the exception of the burr stones and the bolting cloth, which were imported.

In 1836 he re-married, this time to Margaret Moir, one of the Moirs of the Bon Accord Settlement, and their first child, a daughter, was born in Fergus.

The mill which he had built and was operating was a very great boon to the pioneer settlers of that day and place; but in 1837 he suffered the misfortune of having it destroyed by fire. Subsequently it was rebuilt. But in this year, 1837, it being the time of the Rebellion, John Gartshore, a volunteer with the loyal troops from that neighborhood, went to Dundas where these were being mobilized, accompanied by his wife and child. There he remained and, shortly, established there a foundry which afterwards bore his name and which he operated with success and distinction for many years.\*

In 1870, through financial losses and endor-sation, he was compelled to retire from this business, and at that time removed to Toronto where he started a car wheel foundry under the name of The Toronto Car Wheel Company, of which he was the manager until the time of his death in August, 1873.

\*See Chapters IV and V, Early Days in Dundas, and The Gartshore Industry.



He died in Scotland, where he had gone for the benefit of his health, and is buried beside his parents in the New Monklands churchyard.

### *Disposal of Maryburgh*

Maryburgh, once the home of the Mochra family, and, later, of the Gartshores, a freehold, consisting of house and some thirty acres of land, eight miles from the city of Glasgow, Scotland, was an entailed estate.

The last owner of it was Alexander Gartshore, (brother of that John Gartshore who came to Canada), who died in 1886. All his life, Alexander Gartshore had remained a bachelor, living in the old home with a sister who, also, never married.

Now to understand fully the feeling which Alexander Gartshore held for this place that had been his lifelong home, and which he must leave, without an heir to succeed him in its ownership, it is necessary to remember the conditions surrounding the ownership of land in that Old Country. Almost all land is owned by great estates, and the farmers who cultivate the soil, and other dwellers thereon, are merely tenants, holding their homes and pursuing their occupations at the pleasure of the wealthy land-owners. So sharp is the distinction made between the tenant and the free-holder that separate parts of the cemeteries are set aside for these. Not even in

## EARLY HISTORY OF THE GARTSHORE FAMILY

death may they be accounted equal, but the tenant must lie circumspectly distant from where his more fortunate brother, the freeholder, is buried. A free-hold of thirty acres such as the Maryburgh estate, the title to which also conveyed the mineral rights, is a rare and highly coveted possession, to be prized by its owners and held to, at whatever cost.

It is not strange, therefore, that when Alexander Gartshore contemplated the prospect of his own death, and the possibility of this land passing out of the family he should have been regretful, and made arrangements which he hoped would have prevented this coming to pass. In his Will, he provided that if any one of the sons of his brother, John Gartshore, then living in Canada, would pay certain annuities which that Will designated, such nephew of his should thus succeed to the estate; but if none were willing to do this, that the property then should be sold to meet these requirements.

To the nephews to whom this opportunity came, the matter wore quite a different aspect. They were young, absorbingly engrossed with their own affairs, so that the old Scottish homestead held, then, little sentimental value for them; they were surrounded by a vast land of farms, easily available, and cheap; and moreover, just then the sum of money necessary to meet the annuities named, though not a great one,

was not readily to be had for such a purpose. So the option was never taken up.

Years later, visiting Scotland, William Moir Gartshore learned the real value of the opportunity that had been offered them. In talking over the matter at that time, a distant cousin, living, himself, on a rented property not far distant, said to the former: "Ye maun hae been daft! I'd hae lent ye the money."

At that time and for a considerable period following, every possible effort was made to recover this property. It was the hope of William Moir Gartshore in making this effort, that a nephew, his namesake, William Moir Gartshore, son of Alexander Gartshore, and a member of the firm of Crookston Brothers, Limited, of Grosvenor Gardens, London, England, would accept this land from him, when title to it had been re-established, and make it a second home for his family; and he has a letter from this nephew expressing his gratitude, and his willingness to accept it, if events so transpired.

After long negotiations this was found to be impossible, however. The property had been disposed of, the house demolished, and the land was then being used by the purchaser, the municipality of the City of Glasgow, for "tipping", or, as we would express it, for dumping.

To William Moir Gartshore, it is one of the few real regrets of his life that this ancient

## EARLY HISTORY OF THE GARTSHORE FAMILY

family seat should have been allowed to pass out of the hands of the Gartshores.

### *The Moir Family in Scotland*

In the late 1600's, John Moir, then Laird of Ellon, was induced while in his cups to enter into an arrangement to sell his own estate, for much less than its actual worth. The purchaser was a wealthy merchant of Edinburgh, by the name of Gordon, forefather of the Gordons of Haddo, afterwards the Earls of Aberdeen.

Having, in this way, lost one estate, John Moir set about acquiring another, and arranged to purchase Castle Frazer, its owner being then in difficulties and willing to sell.

It appears, however, that the Lady of the Castle was not willing to sell, but so regretful to leave what had been her home that she persuaded Moir to take, instead, the properties of Stoneywood, Watterton, Clinterty and Greenburn, which were afterwards conjoined under the name of the barony of Stoneywood.

Stoneywood is on the Don River, four miles from the sea, in Aberdeenshire. The River Don is famed for its Auld Brig, sung by Lord Byron, and for the exquisite beauty of its scenery. Before coming into possession of the Moirs, Stoneywood had been, for many generations, the property of the Lords Frazer of Muchals, later Castle Frazer.

The eldest son of John Moir, now Laird of Stoneywood, was named James. He married Jane, eldest daughter of Erskine of Pittoderie, and to them were born two sons, James, the elder, born in 1710, and Thomas.

In September, 1740, James Moir, elder grandson of the first Laird of Stoneywood, married his cousin, Margaret Mackenzie of Ardross.

From the very earliest of times, the family of Moir appears to have been devoted to the cause of the House of Stuart. For generations—possibly even yet—a treasured heirloom of the family was the Bible which, upon the scaffold, King Charles I put into the hands of his prelate and faithful friend, Bishop Juxon, with the word “Remember”. From him, it came to the Moirs. This Bible was printed in 1637, was bound in blue velvet and richly embroidered and embossed with gold and silver lace. Its fly-leaf bore the legend:

“*Charles Stuart, Ano. Dom. 1649.*”

This Bible was once stolen from the Moirs, and though returned to them by the conscience-stricken serving woman who had taken it, the leaf bearing its deceased royal owner's autograph had been removed by a dealer in the interval; this, it was found later, had been pasted into another old Bible, and so dexterously was the work done that the deceit was not easily discoverable. The counterfeit King Charles Bible was disposed of for a

## EARLY HISTORY OF THE GARTSHORE FAMILY

great sum of money, while the original and authentic Bible remained in the possession of the Moir family.

Another incident illustrative of the Jacobite sympathies of the family is that of a visit paid by James Moir (son of the original purchaser of Stoneywood) to the Earl of Wintoun, his friend, while the latter was imprisoned in the Tower of London, under sentence of death, for his part in the rebellion of 1715. On this occasion Moir was accompanied by a friend and retainer, by name John Gunn, a man of huge size and great strength and courage. Learning that the Earl was arranging his affairs, in the course of which he was permitted to have family books and papers carried in and out of his cell in a large hamper, Gunn volunteered, if the Earl would put himself into it in place of his documents, to carry it out. This was done, successfully. And the Earl, getting away from the country and to Rome, lived there until the time of his death from natural causes, in the year 1749.

Shortly after the marriage of James Moir and Margaret Mackenzie of Ardross, in 1740, there developed the uprising of 1745. In this connection he received an express from the Countess of Errol desiring his immediate attendance at Slains Castle. Though laid up at the time with a severe burn on his leg, he mounted his horse and rode away to Slains, where the Prince gave him a commission as Lieutenant-Colonel.

This James Moir of Stoneywood is described as a handsome man, six feet, two inches in height, of great strength and indomitable spirit. These personal attributes, coupled with his superb devotion to the cause, made him a man of mark.

Upon the collapse of the rebellion at Culloden, Moir made his way, in disguise, from Ruthven near Kingussie, through the wilds of Braemar, and reached his own house, then, (except for one room reserved to his wife, her maid and children) filled with English troops. He tapped at the window, and was stealthily admitted by his young wife. For there was a price on his head.

There he rested one day. Then, as secretly as he had come he went away again to Buchan, where for months he was a hunted man, taking refuge for a time in the humble abode of a cobbler named Clarke, in the remote muirland. Twenty-five years later he sought out the folk who at this time befriended him; the father of the family was dead, but the widow and children he removed to Stoneywood, where they were cared for and the young ones educated through his beneficence.

At length, hearing that the Prince had escaped, he, too, left his native Scotland, going to Norway in a small sloop from the coast of Buchan, accompanied by Gordon of Glenbucket (who had returned from an exile in France since the former uprising in 1715) and Sir Alexander Bannerman.

## EARLY HISTORY OF THE GARTSHORE FAMILY

He prospered in Gothenburg, his first place of residence, and within a year sent for his wife. At the request of the King of Sweden he went there, later, was naturalized, and had conferred on him a patent of nobility.

In 1759, out of fifteen children born to them, only two sons and two daughters survived. With these, Mrs. Moir returned to Scotland, for their education; and, after some difficulty, her husband, now broken in health and longing for home, obtained royal permission to return to Stoneywood, which he did in 1762. He died there, in 1782, aged seventy-two years, survived by his widow and two daughters, all his seven sons having predeceased him.

His wife lived on at Stoneywood until 1805, when she died at the age of ninety-six.

There is no record in our hands at this time of the names of the sons of this family; but it was a son of one of them, and a grandson of this James and Margaret (Mackenzie) Moir, by name also James Moir, who, in the year 1835, together with his family, came out from Aberdeen in that party of pioneers who founded the Bon Accord Settlement.

It is told by his descendants that Mary Moir, his daughter, in her later years often used to speak of seeing her father mount his horse, at their home in Aberdeen, and say that he was "going to ride out to Stoneywood".



*The Moir Family in Canada*

In the year 1835, there set sail from Scotland, for America—a land of promise much over-rated by those whose business it was to sell land—a small party of friends from Aberdeen. These were excellent people, of not inconsiderable means and culture. They located in the Township of Nichol, in the County of Wellington, Ontario, and founded there what was long known as the Bon Accord Settlement, so named in honor of the Earl of Aberdeen on whose coat of arms this motto appeared. \*

Among these settlers was one, James Moir, who was accompanied by his son, James Moir, Jr., and two daughters, Margaret and Ann. Two other daughters remained for a time in Aberdeen, but came to this country later, in 1846. These were Jacqueline and Mary.

The eldest daughter, Jacqueline, was married in Scotland to a man named Jamieson. It was following his death that she came to Canada, and some time later married James Lesslie, a native of Dundee, Scotland, then of Toronto.

Mary Moir, the youngest of the family, after coming to Canada in 1846 married John

\*See Chapter III, Founding of the Bon Accord Settlement.

## EARLY HISTORY OF THE GARTSHORE FAMILY

Fleming of Galt, merchant and Member of the Legislative Assembly of Ontario, for Waterloo. She died in New York on the 24th of March, 1917.

Ann Moir married George Pirie, also of the party that had emigrated from Aberdeen, and in later years they lived in Dundas.

James Moir, Jr., who was born on the 28th of October, 1815, (the year of the battle of Waterloo), remained on the homestead in Nichol Township, from which he retired in later years to a home in the village of Elora, where he died at the ripe old age of ninety years. He was a man of sunny disposition, and was the possessor of an exceptionally fine voice, a strong, sweet baritone; he had, as well, a good memory for the words, a correct ear for tones, and sang with perfect expression. Even in the latter years of his life, it was his enjoyment to sing the songs of Scotland, his native land, and of these he had a great repertoire, many of them original. Once, during this period following his retirement from active life, he was asked by one who thought he must be lonely how he spent his time, to which he replied cheerily: "Whiles I whistle, and whiles I sing."

William Moir, born in 1811; left home at the age of eighteen years and enlisted in the Grenadier Guards. After many years of active military service he was retired, owing to a wound received. He held then the rank

of Captain, and came to Canada where he died, at Toronto, in 1881.

Margaret Moir, who was born in the city of Aberdeen, Scotland, June the tenth, 1809, was married in 1836 to John Gartshore, of Fergus. She died September the second, 1899, at Toronto, and is buried at Dundas.

It has been found impossible at the time of compiling these records, to find authoritative record of the date of the marriage of John Gartshore and Margaret Moir. In explanation of this the editor quotes from the reminiscences of Alexander Munro, who in the year 1900 was the oldest person living in Fergus. In the early eighteen-thirties, states Mr. Munro's chronicler, there were not the facilities for marriage that we have nowadays, nor for the keeping of the record of vital statistics. He quotes, then, Mr. Munro's own words:

"There were nae meenisters tae marry fowk, nae kirks tae cry them in, an' nae leeshenses. A nottis had tae be pit up on the maist public tree o' the deestrick, an' the magistrates did the marryin'. I mind fine seein' ane o' thae nottis, an' it was tae this effec': 'Mary McTavish an' Oliver Lasby will be mairried on sic' a day at sic' a place; onyane that has ony objections maun apply tae Squire Reynolds or Squire Smith.' This was the first weddin' that I mind hearin' o' in the neeborhood."



MARGARET (MOIR) GARTSHORE

1809 - 1899



## EARLY HISTORY OF THE GARTSHORE FAMILY

### *Descendants of John Gartshore and Margaret (Moir) Gartshore*

The children of this union were:

Jacqueline Gartshore, born May the fifteenth, 1837. Taken as an infant by her parents to Dundas, Ontario. Afterwards married to James Wilson, of Fergus, who for upwards of forty years operated an oatmeal mill at that place.

Alexander Gartshore, born November ninth, 1839. After he became of age he was a partner, with his father, in the foundry at Dundas, under the style of John Gartshore & Son. Later, he went to Hamilton, where he started a foundry in partnership with his cousin, Thomas Cowie, under the name of Thomas Cowie & Company, afterwards known as The Gartshore-Thompson Foundry Company. He was with this latter firm until the time of his death, in 1904.

Marion Gartshore, born May 20th, 1841, was married to Mr. A. C. Leslie, who for many years conducted a hardware and sheet metal business in Montreal. This business is still operated by his sons, in company with others, under the style of A. C. Leslie & Company. (Note: This family of Leslies was no relation to that other Lesslie who married the aunt, Jacqueline Jamieson, nee Moir, the name, as will be noted, being differently spelled.)

Margaret Gartshore, born December 14th, 1844, was married to Richard Todd Wilson, a

merchant in Dundas, where they resided for half a century. On his retirement, they removed to Toronto, where Mrs. Wilson still lives.

John Gartshore, born 1847; died at the age of eleven months.

John J. Gartshore, born May 10th, 1850. Was educated in Upper Canada College, Toronto, and was first employed in the hardware business, but with the family moved to Toronto in 1870. There he joined with his father in The Toronto Car Wheel Company, in which business he succeeded to the management at the time of his father's death. Subsequently, he went into the business of the sale of railway supplies, which he is still conducting under the name of John J. Gartshore, Limited.

He has always taken a very deep interest in the affairs of the Young Men's Christian Association, and for more than half a century has been identified with that admirable organization in the position of Treasurer.

William Moir Gartshore, the youngest of the family, was born in Dundas, on April the third, 1853. \*

\*See Chapter VI, Life of William Moir Gartshore.

## CHAPTER II





## EARLY DAYS IN FERGUS

*From Hamilton to Fergus, in 1834*

(Author's Note:

*The following is re-written from the reminiscences of the late A. D. Ferrier, delivered in the form of lectures before the Farmers' and Mechanics' Institute, Fergus, in 1864 and 1865, and pictures the difficulties of travel in Canada in the year 1834. These reminiscences, through the courtesy of the late John McLaren, one time editor of The Examiner, Mount Forest, were included in the work "Pioneer Days in Nichol", edited by Arthur Walker Wright. To these sources of information grateful acknowledgment is made.)*



IN April, 1834," said the speaker, "I resolved to take a trip to Upper Canada with a view to seeing Mr. Fergusson's settlement and, if I thought well of it, making a purchase and finally settling there."

Hamilton, when he arrived there late in May of that year, proved to be quite a small town, in which there had been a recent fire on the main street; the ruins of this were still standing. He had difficulty in locating Adam Fergusson, but after many enquiries learned that he lived about seven miles out of the town, at a place called Waterdown. So he hired a horse and rode out to the place, returning at night-fall with the croaking of

frogs in his ears, and the tree-tops towering in gloomy majesty above his head.

A day or so later he set out for Fergus, by way of Dundas and Guelph. There was a stage the first part of the journey. This proved to be a common lumber wagon, without springs, over the rough trail that must serve for road, through the dense pine woods. There would be a bump against a stump or the big roots of living trees, a straining on the traces, a lurching and creaking of the wagon; then a thump into the hole beyond. Later, after getting into Puslinch, this routine was varied with the arduous climb over steep knolls of loose sand and gravel. One of the passengers on this particular trip of which we tell, had put a bottle of liquor into the pocket of his long-tailed coat; but alas for his foresight! before they had gone a mile, the bottle was smashed. Indeed such a shaking and jouncing did the "stage" render to its occupants that such of them as were physically able to do so were fain to walk.

A short distance out of Dundas, our traveller, accompanied by another man, got down from the conveyance, resolved to walk. On either hand was the forest, the trees so dark and high that the way was gloomy indeed and full of unnamed menace, so that these two thought it prudent to hunt up and carry a good stout staff, each, in case of meeting a bear.

They dined that day at Patterson's Inn,

## EARLY DAYS IN FERGUS

on what the speaker described as "the great Canadian standard dish, ham and eggs".\* After leaving the old Red House, there was not another decent looking house until they came close to Guelph, which they reached at about seven o'clock that evening.

The following morning, which was the fourth of June, 1834, our traveller set out, alone, to walk the remaining distance to Fergus. He followed, at first, the Eramosa Road, but found that very few of the folk he met knew of such a place as Fergus at all. The first clearance he found in Nichol Township was that of Mr. Thomas Dow, and Mrs. Dow, the first acquaintance he made in the new district, recommended that he follow a certain blaze. Resuming, he began looking for all the scorched trees he could see; and there were so many that he was soon hopelessly astray.

The next house to which he came, and at which he stopped, of course, to make enquiries, was that of an old man named Flewelling, whose clearance was the oldest in the Township except for that of William Gilkison at Elora. Some way or another he got from there to the next house. By this time it was raining heavily; so here he got

\* It is a surprise to the author of these papers to read of ham and eggs as the standard dish of Canada. Perhaps light is thrown on this item by a note which occurs elsewhere in the reminiscences of A. D. Ferrier, when, describing Hamilton as it was in 1834, he refers to Burleigh's Hotel as the best of that time, and adds that "Burleigh himself was from the States, as, indeed, almost all the hotel-keepers in Canada seemed to be."

the loan of an umbrella and made a fresh start.

Next he called at the home of an Irishman, a good fellow who gave the traveller a fine drink of milk and went with him a bit of the road. Another house he called at, Munro's, which the owner was just building; then at another, where he was pressed to come in, and was given a comfortable dinner of scones and tea, and got his coat dried at the fire. Here, the goodwife told him that that very morning a neighbour had had a fine sow carried off by a bear. It was not very pleasant news to a lone traveller, but he still carried his long staff, and set out again on his way.

Toward evening he reached the home of a man named Rose, in Garafraxa, who advised him to remain with him all night. This he declined, however, determined to get to Fergus, or, as he found it better known, "Little Falls," Elora being the "Big Falls". Leaving Rose's, he got safely, after a time, to a little clearing known as Wintermute's, which, however, lay on the opposite bank of the river, with no bridge by which to cross. This was a problem for which he was not prepared. What to do! Was there a bridge farther along? He resolved to follow the same track he had been traversing until about sunset; then, if he could not find a bridge, to return and wade over to the house where Wintermute lived. Nearly to Elora,

## EARLY DAYS IN FERGUS

as he afterwards learned, he walked; but finding no bridge, returned, as he had planned, and waded the stream to Wintermute's house.

About half a mile further on, he was told, was James Webster's house, which was "Fergus". A young man who was in the house went a piece of the road with the stranger who, after one more misadventure, a fine tumble in the mud, reached a little house with a light or two visible in the windows, which proved to be his destination.

In the house were James Webster and William Buist, the latter already in bed, with a comfortable Kilmarnock nightcap on his head. The stranger, a queer looking specimen of a new settler, perhaps, having just waded a deep stream and later fallen into the black mud, was made welcome. He was made to strip off his own garments and don those of his host, which proved decidedly an easy fit; he was warmed and fed and given a gratefully steaming tumbler of brandy toddy to drink. Then, turned into bed along with the night-capped friend of his host, with an instant of profound and weary thankfulness, was fast asleep.

Fergus at that time consisted of a clearance of about ten acres, chopped, but not logged up. There were two inhabited houses, the one occupied by Webster, which belonged to a man named Scott; and the other at Creighton's store. Webster's own house, afterwards known as the "Cleikum," was

being roofed in. The only land under cultivation was the garden of Buist (he of the Kilmarnock nightcap) which must have been all of sixteen feet square. The man Scott referred to was known as "the contractor" and built the first bridge in Fergus, where the Tower Street bridge now is. It is described as a queer-looking structure, but one that "stood out wonderfully."

*Life in Fergus in 1835*

*[This second section of the Chapter "Early Days in Fergus" consists of excerpts from the letters of Alexander Dingwall Fordyce, Jr., despatched from Fergus, U. C. (Upper Canada) and dated at various times during the year 1835; they were addressed to his father, Alexander Dingwall Fordyce, Esq., of Millburn Cottage, Aberdeen, North Britain.]*

*The complete letters, by courtesy of the late Alexander Cadenhead, of Toronto, were included in the book "Pioneer Days in Nichol" edited by Arthur Walker Wright, Esq. The excerpts quoted herewith are reprinted by permission of the editor. They are included in these pages as giving a clear and authentic picture of conditions as they actually existed in and about Fergus at that early day, and also for the mention they make of that John Gartshore who was the founder of the family of which this work purports to be a brief history.]*

*From a letter dated June 26th, 1835*

"Another month has now passed away since I wrote you last, and no letter has yet reached me from you; so you may suppose how anxious I become for the arrival of the stage waggon every Thursday evening. I thought you intended to write by the Brilliant to Mr. Fergusson, and to send with it an

## EARLY DAYS IN FERGUS

account of the expense of my outfit—but I suppose that its sailing so soon after us had made you not write, in order that when you did so I might have later accounts of you all, which will render them much more interesting . . . . In expectation of hearing by the Brilliant I went over and saw Brown the Auctioneer at his clearance about a fortnight ago. They had arrived a few days before and he seemed very well pleased with his purchase, the situation of which you will understand by the annexed plan although I have not put down his name. It adjoins Mr. Henderson's and extends down to the Irvine, so that we are pretty near neighbors. Melvin, who came out with him, adjoins him on the other side of the river, and Elmslie is in the concession adjoining to Brown. . . .

“On the 1st of June Mr. Fergusson (who, you will recollect, was up here for a few days) left this in the Stage Waggon which on that day our landlord, Mr. Black, started for the first time. It leaves Fergus on Monday morning at 7 o'clock; stays all night at Mr. Black's, at Puslinch; and reaches Hamilton on Tuesday, which it leaves next morning and returns here on Thursday evening. It carries passengers and goods, and goes regularly every week. . . . .

“When Mr. Webster went down, I gave him an order on the Bank at Hamilton for £97 4/- currency, the price of the Lot, which amounts in extent to 97 acres and 32 perches,



the difference between that and 100 being taken up, I think, by the roads. The price is 4 dollars an acre. The Lots are each 100 acres and run N. W. They are 20 chains in length by 50 in breadth. I think I'll call the place Lescraigie—perhaps you might remember the reason. . . . .

“Mr. Fergusson has advised me to get ten acres cleared, which I will set about as soon as hands can be got, but choppers are rather scarce just now. It will be ready for crop next fall, that is to say September, 1836. If I were to have it ready sooner I would pay exorbitantly high for it. The common rate, and which I hope to get it done for, is 16 Dollars per acre, for chopping, logging, burning and fencing. This is very high, but 10 acres is a good beginning, and by the time they are ready, I hope to be so far up to chopping as to be able to do a good deal myself.

“Mr. Webster and the rest arrived on Sunday the 4th, along with Mr. Hamilton, my neighbor, and Mr. Ferrier, who purchased his land last year, when he went out, since when he has been home and come out by Quebec, where he was formerly in a mercantile house. He is of the Bellside family in Linlithgowshire, and is a very agreeable young man. . . .

“The steeple is now up on the Church, but has yet to be coated with tin. The plastering of the Church is finished, and the harling outside, so that improvements are going on. Since I came there have been two travelling

## EARLY DAYS IN FERGUS

ministers who both preached in the Tavern. . .

“The heat has been sometimes very great, and the mosquitoes and other flies dreadfully troublesome, especially a small gnat. . . . The appearance of the Forest is beautiful. . . . Soil seems to be all of the same sort, a sandy loam with a substratum in some places of clay and in others of limestone. . . . Salt pork is a standard dish in summer, but at this season there is no difficulty in getting a dinner of pigeons, of which there are great flocks. Several deer have also been killed. . . . There is to be a meeting of the St. Andrew’s Society on the 10th of next month for the purpose of admitting new members, of whom there will be a considerable number to be enrolled. . . . . . .

“The first house we come to on the road is Mr. Morice’s, who was a farmer somewhere between Montrose and Bervie. They are a most respectable family. Mr. Duguid’s and Mr. Skene’s houses are almost close to Mr. Morice’s and are no distance from each other. They are both Aberdeenshire people. The next house and the last which is erected close to the road is that of David Smith, an odd like little bodie, who, I think, was in the employ of Mr. Boswell, of Kingcaussie. On the other road, between the 15th and 16th Concessions, you will see mentioned the land of Charles Allan, of Strathallan. He is a carpenter in the village and his wife, a short time ago, had the honor of being delivered of

the first child which was born in the village. The child, on that account, was presented with a village lot, and baptized by the name of Adam Fergus Allan. John Gartshore is a millwright, and George Wilson is a plasterer. No. 6 in the 15th Concession is reserved for Mr. Perry, a turner, son-in-law to Mr. Black the tavern-keeper. Nos. 6 and 7 in the 16 Concession are reserved for a brother of Mr. Henderson's, who is a medical man, and is expected out this year with his wife. Their father was, I believe, Sheriff Substitute of Caithness-shire."

*From letter dated 21st August, 1835.*

. . . . . "On the 28th of July the frame of the store was raised, and it is now nearly complete, and adds greatly to the appearance of the village, especially from its being plastered and harled. It is only a pity, regarding the houses in that street, that they have not all been built on the front of the lots. You will see this in the little sketches I am sending you. Gartshore's house, and the store and tavern being the only houses so placed. The store will be an immense advantage in this place and I should think would almost supersede the necessity for Mr. Black's waggon. Mr. Young, the store-keeper, was for six years with John Fergusson in Leith, to whom he served his apprenticeship of four years. . . . .

## EARLY DAYS IN FERGUS

“There is now some change in the tavern here, a good many of us having cleared out: Allardice to Mr. Wilson’s where he is going to live during the winter; Dick to Mr. Henderson’s with whom he is going to live; and the two Valentines to their own house where I hope I shall soon follow them; but they wish me and Hamilton, who is going there also, to wait for a little yet. Renny is also going to live with Mr. Henderson; and Ferrier is going to live with Drysdale in Tom Webster’s house during his absence.”

*From a letter dated Irvineside, near Fergus,  
U. C. 14th December, 1835.*

“I shall now tell you about our ‘domestic economy’. . . . . We rise, I suppose at eight o’clock, light the fire, which has rested all night, and then have breakfast. Each of us takes the baking and the washing up of the dishes week about; and I can assure you I am quite an expert baker now. It is Scons we bake, but not like the flour scones at home. No, no; they would not be substantial enough for us. We make them as thick, sometimes thicker, than your soft biscuits; and fire them in a Bachelors’ Oven. Till that very useful article was got, the frying pan supplied its place. But the frying pans here are not the same as yours. The handles to ours are three feet long on account of the large wood fires we keep. Boiled hops we sometimes use to

make our bread rise, but not often, for we are not very particular. When I came up here first we just lived on bread and the remainder of some tough Ohio beef, precious salt, a barrel of which Mr. Valentine had got when he came to live here; but we have now some fresh beef; and about a week ago we got a pig; so that we live very well. When we have to roast beef or pork, etc., it is done in a Bake Kettle, which is a large pot into which the meat is put, with a lid, on the top of which live ashes are strewed. The machine is then set before the fire and the operation goes on very fast. We have no butter nor potatoes. The former we are promised a supply of, and we have tolerably good cheese; so, when I mention that we have tea and sugar, I think I have told you all our provisions; and we all live very well, and no mistake. We will soon be saved the trouble of baking, as we intend to get a barrel of biscuits, hard ones, from the baker. We have no regular hours for taking our meals, rising or going to bed, as we just do so when we feel inclined.

“I have not yet got my bed up from the Village, so I just put my feather bed under Mr. Valentine’s, and I suppose I have as snug a berth as is in the house. Since the cold weather commenced we do not use sheets, but just turn in amongst the blankets. The house, you might suppose, would not be very warm from having no partitions, but we keep on roaring fires, so that we don’t feel

## EARLY DAYS IN FERGUS

cold. . . . . The house is 28 feet by 20, with a door and two windows in front, and two windows behind; and is situated almost close to the river, which is seen from the windows, and of which the bank the house is on is quite low. Our well is on the brink of the river, and is most excellent water. I have only once heard the wolves since I came up, and that was a few nights ago, when they certainly did hold a pretty loud concert; and as David Smith says, 'It's very pleasant music, whan there is a guid thick door atween you and them.'"

*Further items from same letter, a later part dated 15th December.*

"Since my last letter the snow has scarcely been off the ground and now I suppose it won't be for four or five months. It is better than a foot deep, and there is very good sleighing. The Irvine is frozen across, and the Grand River partly. The grist mill was prevented from working some days, but they now keep fire near the wheels, and I believe are intending to keep it constantly going, even on Sundays. It is a work of necessity, for if that is not done she won't go on Monday; and I don't suppose they will grind any wheat on Sunday. . . . . On the 2nd of this month, about 9 o'clock in the morning, my thermometer outside the window here stood at 12° below zero. Last year the severest cold they had here was 16° below

zero; so that we have almost felt as cold as we ever do. It was really desperately cold that morning, and I was obliged to take a pretty stiff horn to prevent my getting sick upon it. Our bread, beef, cheese, ink, &c., all got frozen; also our shoes and stockings and axes, and we are obliged to thaw them before they are any use. If axes are not thawed they will split, or chips of the steel will come out. . . . .

“Mr. Fergusson came up to the St. Andrew’s dinner with his son, Neil, and went down again two days after. . . . . The Dinner to which we sat down at four o’clock on the 30th of November was excellent, and we had a most pleasant evening. Mr. Fergusson discharged most excellently the duty of chairman, and we had many capital songs. Among these were two or three originals, by a young man of the name of Crichton, who comes from the Carse of Gowrie. He has two lots of land in Nichol, and is chopping just now for Mr. Valentine here. Mr. Fergusson took copies afterwards of two of his songs, and as one of them appeared in the Dundas Weekly Post of the 9th Dec., I suppose that Mr. F. had inserted the paragraph, which was as follows:

“‘Village of Fergus. The national festival of St. Andrew was celebrated upon the 30th ult., at Fergus, in Nichol, in the happiest style. A party of forty settlers met at Dinner in the St. Andrew’s Tavern where Mr. Black regaled them with every dish peculiar to the taste of

## EARLY DAYS IN FERGUS

Scotland, followed by due libations of the favorite Barley Bree. Mr. Fergusson as perpetual President, filled the Chair, and George Wilson, Esq., of Harvey Cottage, V. P., acted as Croupier, Messrs. Webster and Buist ably assisting as Stewards. Native humor was displayed in many a sally, while some ventured even to put forth an attempt at song. Take as a sample the graphic, though sufficiently homely picture of the village, to the tune of Auld Land Syne.

### FERGUS MILL

#### I

If you, my friends, would but look back  
Out owre the twa past year,  
'Bout Fergus folks began to crack,  
But fient an inch was clear.

#### II

We've now a Tavern, Kirk and School  
A Store and nine Trades, too;  
Auld Walker has begun to bake,  
And Hornby soon will brew.

#### III

Reek rises fra a score o' lums,  
We boast a rifle corps  
O' a' dimensions, mettles, shapes,  
In number nigh twa score.



IV

A Tailor and a Blacksmith's shop,  
Saw, Grist, and Parritch Mill;  
Ay, that's your sort, my country lads,  
We'll a' get Brose, our fill!

V

Then Scotchmen surely may feel proud,  
And glory in the name;  
Their ancient Scottish fare revives,  
Four thousand miles frae hame.

VI

Then come, my boys, afore we sit,  
I'll crave one bumper more,  
To drink the health, if you'll permit,  
Of Mitchell and Gartshore.\*

VII

“For Auld Lang Syne, my Lads,  
For auld Lang Syne;  
Nor Friends nor Bannocks may they want  
Till they forget Lang Syne”.””

\*Tenants of the Saw and Grist Mills.

## CHAPTER III



## THE BON ACCORD SETTLEMENT

### *Spying out the Land*



SOME ninety years ago, now, in the city of Aberdeen, Scotland, a party of friends were in the habit of meeting occasionally to read and discuss such information as was available about that far-away, alluring land, America. From such information,—originating, largely with those whose interest it was to sell land—they were led to believe that if once they were to own a few hundred acres of land in Canada, they would be independently wealthy. They were educated, intelligent people of high character, comfortably well off and well able to emigrate and purchase land. Finally, this idea took such hold upon their imaginations that they resolved to send one of their number to see, and judge for them; and, if his judgment were favorable, to purchase a tract of land which would accommodate them all, their one stipulation even at that early stage of the proceedings being that there must be a church and school within reasonable distance.

The man chosen to be their representative on this mission was one, George Elmslie, who came to Canada in the year 1834, accompanied

by William Gibbon, Mrs. Elmslie and her maid.

Upon their arrival in Canada, they met with another party embarked upon a similar mission. This party consisted of Alexander Watt, and John Keith, and Watt's two sisters, one of whom was married to Keith. In a letter written by Elmslie shortly afterwards, he told of this encounter, stating: "Here, at Grosse Isle, the quarantine station near Quebec, we first met Mr. Watt and his party—a blythe sight, for I had known him in Aberdeenshire."

So, together, the two parties journey westward as far as Toronto — then York, or "muddy little York" as it was more commonly known. There John Keith and the women remained for the time being, Keith working at his trade of carpentry, while Elmslie, Watt and Gibbon continued onward upon their quest for a suitable place for settlement. To Hamilton they went first; then up through the country as far westward as Brantford; then in a northerly direction, through Zorra and North Easthope. In some places they could have obtained a block of land sufficient in extent for their requirements; but these they considered not so well watered as they could desire.

At length, after long wandering and search, they decided on that part of the Township of Nichol lying on the banks of the Irvine, which then, even during the drought of summer, was a fine, large, woodland stream, very different

## THE BON ACCORD SETTLEMENT

from what it is to-day, the waters of which teemed with speckled trout that were to furnish to the tables of the new colony many a tasty meal when little else could be got, even though there was no lack of money to buy had the supplies been possible to get.

The land so chosen was owned by William Gilkison, a native of Glasgow, Scotland, who, together with five brothers had at one time followed the sea. About 1832, he had purchased about half the township from the widow of Rev. Robert Addison, of Niagara, who was then its owner. The Township of Nichol was granted by the Crown to the Hon. Thomas Clark, for military services, in 1807. A part of this was sold in 1808 to Samuel Hatt of Ancaster, who, in turn sold it to Rev. Robert Addison. In this connection it may be interesting to note that upon Gilkison's Deed to these lands appears the name of Robert Nichol, for whom the Township was named, but this only as a witness to other signatures; for Colonel Nichol himself never owned any part of the Township that bears his name. He was Commissary and friend to General Sir Isaac Brock; was a native of Scotland, and by profession an attorney, it being stated that for a time he was in the law office of Sir John Beverley Robinson in Toronto. In later years he lived at Lundy's Lane, and one evening, riding home after having dined at the home of Thomas McCormick, old Niagara, lost his way in the darkness and fell over

the bank of the Niagara River at a point between Queenston and the Whirlpool. That was on May the sixth, 1824. Next morning his body was found near the water's edge, and was buried at Stamford.

From Gilkison, then, Elmslie bought 1200 acres, and Watt another 800. Approximately another thousand acres were bought by other Scotchmen who came in shortly afterwards, making some three thousand acres in all.

In later days it came about that the name Bon Accord often was applied loosely to the entire western two-thirds of Upper Nichol. Strictly speaking however, it should have been restricted to that section settled by those who came out under the leadership of George Elmslie, people chiefly from the city of Aberdeen. From old maps, painstakingly drawn by some of the gifted members of that early settlement, it appears that Bon Accord comprised an oblong block of about 3000 acres, being lots 7 to 16 of Concessions XI, XII and XIII of the Township of Nichol. A few farms adjoining this block may properly have been included; but broadly speaking, this, in area, was the Bon Accord Settlement, so named from the motto on the crest of the Earl of Aberdeen, so familiar to these pioneers from their home city of the same name.

Having chosen the location for their settlement and purchased the land, the three returned hastily to York, (Toronto), where they brought together the members of their little

## THE BON ACCORD SETTLEMENT

party and gave them a description of their travels and the measure of success that had been theirs. Word was despatched to the main party, anxiously awaiting tidings from its forerunners, one may be sure, in Scotland. Then these advance agents returned to the site chosen to select their own plots and to get some chopping and clearing done both for themselves and those who were to follow. Shanties had to be built for shelter until even the unpretentious log houses of that time and place could be erected, for this was a toilsome work. Even to go to and from their work was no easy matter, for there were no roads and no bridges. A blaze through the dense forest served for the one, and some tall tree, felled across the river, for the other. From Elora to the shores of Lake Huron, all was dense, unbroken forest.

### *The Immigration*

When news reached the folk at home that land had been bought, immediate preparations were begun for a start the following spring. Unwisely, as it appeared later, Elmslie advised the bringing out of all kinds of iron implements, and some of the party encumbered themselves with a great quantity of luggage, causing a foolish outlay for the transportation of useless tools, such as Old Country axes at which a Canadian chopper would scoff as a clumsy instrument indeed for the felling of trees.



However, baggage and all, a party of twenty or more families, numbering one hundred and eight persons, embarked on the 3rd of April, 1835, for their new home in the New World. There were, of course, no steamships in those days. Only sailing vessels. And one of these, named the "Brilliant," was engaged to take the party to the port of New York. On the homeward journey, it was commissioned to carry a cargo of timber, the sort of thing for which, alone, it was fitted. However, being chartered to take passengers out-bound, it was temporarily—and inadequately—fitted up for their reception. In these days, viewing the departure of an ocean-going vessel, we stand on the dock and gaze upward at a huge, towering bulk of floating luxury. One who stood by to see the departure of the "Brilliant" in that long ago day, told, later, of looking downward, from the dock, into its small hold, with its cramped quarters, its confusion of equipment and stores piled there, and its unaccustomed occupants. The discomforts of this voyage, and the hardihood of those who dared it for the sake of a new home in a strange land, can hardly be over-rated. Eight weeks they were on the voyage, suffering, in their tiny craft, from seasickness—and somewhat from homesickness, too, we may be sure if all were known—before they landed.

Thanks to the good wine and brandy dispensed by the Captain of their ship, the Customs offic-

## THE BON ACCORD SETTLEMENT

ials at New York were not at all troublesome.

Then began the journey, tediously slow but not otherwise unpleasant, by small steamer and canal boat up the Hudson and the length of the Erie Canal, until they reached Oswego, where they re-embarked, reaching, at length, Wellington Square, now Burlington.

During their brief stay here, at what was then the head of navigation, an old acquaintance chanced upon them who earnestly tried to dissuade them from going so far back into the woods. He recommended holding the land until, the country becoming more generally settled, it would become more valuable. He could not turn them from their purpose however. Their idea was to increase the value of their land by their own toil, and they could not be induced to abandon this intention. They were determined that at least they would have a look at it.

To this end they engaged men and teams, paying a dollar a hundred for the carriage of their effects. From Wellington Square (not Hamilton, but adjacent) they set out, the women and children wherever they could find seats on top of the loads, and the men walking. Slowly, laboriously, the cavalcade went forward beneath a broiling June sun. Not infrequently they stuck fast on some sandy hill, and required the friendly aid of some settler's oxen to haul them out, and in one such instance found themselves being assisted by an old friend who had preceded them to this land.

Beyond Guelph, there was no road at all; nothing but a blazed trail through the woods. For this part of the way, the impedimenta of the party was loaded upon stone-boats, and hauled by oxen. And for the modern, who may not know what a stone-boat is, it may be explained that this is a rude, wooden platform, laid upon two strong, but rough timbers, crudely rounded at the ends, which, without any further mechanical aid (or in other words "by main strength and awkwardness" alone) the slow beasts of burden, usually oxen, drag forward across the rough ground. Here, all members of the party walked. Much of the way was swampy; all of it was rough. The distance that we now traverse over concrete roads, smoothly, by motor in twenty minutes, took these early travellers two or three days of the hardest kind of physical effort.

Although it has no direct connection with the incidents here related, it may be interesting to learn from one of the letters of A. D. Fordyce, referred to elsewhere in these pages, just how difficult travel could be in that day. In this instance he describes an expedition made by a party of men from the adjacent settlement of Fergus, a part of their return journey being described in the following words:

"We accordingly set out after breakfast next morning, and went down the second concession which was very swampy, and the

## THE BON ACCORD SETTLEMENT

swamp not so easy to get through as the former ones we had been in owing to the land having been taken up and Settlement Duties done upon it. That is to say, the people who have bought the land, in order to secure it to themselves, have cut down the trees along their part of the Concession Line allotted for a road; which has made it much worse, as, in place of the large trees, the line is completely covered with tall and thick brush, which altogether prevents one from seeing the holes . . . . . you will hardly believe it possible, although I tell you it as a fact, that although the distance was only five miles, we were seven hours in getting it accomplished.”

### *The Arrival*

In course of time they did, however, reach Elora, the village of the falls and caves.\*

There appears to be some uncertainty as to where the party lodged upon their arrival. One historian has it that the village at that time consisted of “one house and a tavern minus a roof”; and that while the landlord of this inn kept the horses, he had no place for the travellers to sleep, so that, loading one team with bedding and a few necessities, they

\* In the Reminiscences of A. D. Ferrier, previously referred to, there is this mention made of Elora, and the probable derivation of its name: “It was doubtless called Elora after the celebrated caves of Elora near Bombay, in the East Indies; and indeed there are a great number of pretty little caves in the banks both of the Grand River and the Irvine.”

continued on another two miles to the home of George Elmslie, and slept in his house, which was then roofed and floored but not fully completed.

Another, and perhaps more accredited authority, has it that, pending the completion of his house, George Elmslie and his wife were at that time lodging at the tavern, as evidenced by a letter written by Elmslie in which he made the statement: "We took lodgings in the tavern. The landlord, Mr. Martin Martin, and landlady were exceedingly obliging and attentive." In further refutation of the statement that the village was nothing but "one house and a tavern minus a roof" this chronicler states that as late as 1924 there was still standing and in use, in Elora, a house built in 1833, and a store (doubtless with living rooms attached) occupied by one Simon Fraser during the winter of 1832-3, as well as a house across the river, on the north side, built in 1833, in which John Keith, with his wife, her sister, and Alexander Watt, her brother, lived during the winter of 1834-5; and another house lived in by one Roswell Matthews.

Perhaps the truth is that this latter version is the correct one, but that the tavern, obliging as its landlord desired to be, could not accommodate so large a party, and that while some of them lodged there, others went on to the house of Elmslie, then nearing completion.

## THE BON ACCORD SETTLEMENT

### *To be—or not to be*

That day, the tenth of June, 1835, had been excessively warm. Judge, then, of the consternation of this little band of pioneers when they awoke the next morning, stiff and cold, to find that everything in the way of crops had been cut down during the night by a severe frost such as then, and for many years afterwards, was but too common in the higher areas of Ontario.

Still weary from their prolonged and arduous journey, strangers in a land that was strange indeed, and disheartened by this gloomy portent, some were for returning, being willing to go back to Hamilton with the teams that had brought them up. All the farms were beautifully situated, and in those days when dense woods crowned the hills and filled the valleys, and when the flow of the streams was full and constant, the surroundings were noble and picturesque indeed. But, even after clearings were made in its primeval forest, would this land, where frosts might come in June, reward their labors with a living?

It was a small thing that turned the balance.

A farm hand named Dawson, who had been brought out by Robert Melvine, one of the party, had gone out to examine the quality of the soil. And while the discussion was still in progress he came back, delightedly, with a sample of the beautiful black loam in his

hands, saying that surely they never would turn their backs upon "sic' gran' lan'".

They did not turn back, not one of them, but made their homes there, clearing and cultivating and building, disseminating their own fine ideals of honor and culture so that the Bon Accord Settlement became a strong influence in the up-building of that whole section of Ontario.

*"He Was a Neighbor"*

While it has, strictly speaking, no connection with this history, we should like to include here the story of one, Neil McAlpine, of the Talbot Settlement, distantly situated on the shore of Lake Erie.

This we desire to do for the side-light it throws upon the conditions which were the outcome, next year, of that frost of 1835; upon the hard and uncertain conditions of that early time. And also for the glimpse it gives us of the high character and splendid sense of honor common to the Scottish pioneers who so largely laid the foundations of society as we know it to-day in Ontario.

In the year 1835, a severe frost in June cut down the grain just as it was heading out. What was practically a condition of famine resulted. The price of wheat leaped and soared until it reached the incredible figure of \$13.00 a bushel.

Now the subject of this sketch, Neil McAlpine, being a man of means, farmed on a

## THE BON ACCORD SETTLEMENT

scale somewhat extensive for those days; and when market prices were not to his liking, was in a position to hold his grain products over to another season. It so happened that this year of the famine, he had three thousand bushels of wheat held in his granaries from the previous fall.

One day, in St. Thomas, word was brought to him that the miller wanted to see him. Arrived at the mill, the miller said to him: "You have some wheat, haven't you?"

"Yes; I have three thousand bushels," he answered.

The miller made him an offer for it which in its liberality startled him.

"Why!" he exclaimed, "that is more than you would get for it after it had been ground into flour. What are you going to do with it?"

"I'm going to sell it to the settlers. They've got to have seed, haven't they?"

When the meaning of this dawned on Mc-Alpine, the cold sweat broke out on him. Here was someone proposing with his grain to extort blood money from the struggling settlers, threatened as they were by famine. His mind was instantly made up. This must never be.

The next day being the Sabbath, and he an elder of the kirk, he dressed and went to church early.

Standing beside the gate, he whispered to each pioneer as he passed through:



“You can get seed wheat at my place—bushel for bushel. For each bushel you take at seed-time, you will bring back to me a bushel after the harvest.”

This offer he made to every member of the Presbyterian Church, and went home feeling that he had done well. But then he realized that these were only a part of the members of the settlement. In it there were many people belonging to other denominations—Baptists, Anglicans, Methodists, Roman Catholics. So he put his sons on horseback, and sent them to the other churches. And that day a young man stood by the gate of each and whispered to the worshippers as they entered:

“You can get seed wheat from my father—bushel for bushel. For each bushel you take now you will bring back a bushel after harvest.”

On Monday morning, and for three days following, there was a steady procession of settlers coming to Neil McAlpine’s granary with empty bags, and leaving with them filled with seed grain. The boys were in the granary measuring it out, and as each settler, with his precious store, came by the house, Neil McAlpine would hold up his cane and ask:

“How many bushels?” And when he was told, would add: “Remember now, bushel for bushel! For every bushel you are taking now, you are to bring me a bushel after the harvest.”

## THE BON ACCORD SETTLEMENT

Once, long years afterwards, an old man of the settlement was telling his recollections of this great-hearted act to a grandson of Neil McAlpine, the late Dr. McCallum, of London.

“Oh,” he said, “I shall never forget the time when Neil McAlpine saved the settlement.” And he went on to tell how the priest of their parish, visiting them and being told how they, among others, had been befriended, crossed himself and said reverently:

“God bless that old heretic, Neil McAlpine!”

“You were Catholics, then?” asked Dr. McCallum.

“We were,” answered the old man.

“But Neil McAlpine was a Presbyterian,” said the former, still slightly mystified.

As if the memory of greatness had power still to lend strength to him, the little old man straightened himself to his full height, and exclaimed:

“Yes. On Sundays he was a Presbyterian. But on week days he was a neighbor.”

### *The Settlement Established*

It was not long before a log school-house was built on George Elmslie's land and he, himself, installed as teacher. The task of teaching a few young children was not a congenial one, however, to a man of his attainments, which were such as better to fit him for the task of instructing more advanced

pupils. Accordingly, after a short time, he became master, successively, of Ancaster, Hamilton and Guelph Grammar Schools.

It is told of him that while teaching in the Bon Accord school it was not unusual for him to fall asleep, and to slumber on peacefully until roused by some of the pupils themselves with the request that he would hear their recitations and allow them to go home.

A circulating library was early formed, with gifts of books from those who had brought a goodly supply of these with them, a few new ones being added yearly to such extent as funds permitted. It is safe to conjecture that the proportion of works of fiction among these was very small!

This library was much patronized by the younger people, and a debating club, kept up for many years, was an incentive to study. As some of the members were college bred men, the others were compelled to read diligently in order to be able to uphold creditably that side of the argument upon which they happened to be; and as a result, the community had a reputation for intelligence far above the average in similar settlements, a reputation that was well earned.

One winter, much amusement was created by a series of clever pen and ink sketches of some of the "characters" that are always to be found in such a neighborhood. At one time the satire would assume the form of a play-bill, with a full list of the members of a

## THE BON ACCORD SETTLEMENT

mythical theatrical company; at another, it would be a clever piece of verse. These efforts of genius were posted on the bridge which by this time spanned the Irvine, and were found in the morning by the first passer-by. We may be sure they were scanned with interest, and gave much amusement, often to those persons, even, at whose foibles they were aimed.

Practically the only sugar to be had in those days was that home-made each year from the bounty of the maple trees so numerous throughout the forests, as soon as the sap would begin to flow in early spring. And to most people, there is no more delectable sweet in the world!

All the soap to be had was home-made, a skilfully combined blending of the rendered fat of beasts and of lye from wood ashes. Frequent reference is found in old diaries and letters to the leaching kettles, and it is recorded that the forests of that day—magnificent stretches of great, gigantic oak, beech, maple and other hard woods—were of little or no value where there was no potashery near, but down country, nearer a market for the ashes, were worth from eight to twelve dollars per acre, according to quality.

As the country became sufficiently clear so that small flocks could be grazed, in addition to the fields needed for grain and root crops, the housewives did their own spinning and weaving, and many the suit of homespun,

clumsily cut and coarse, but highly durable, which their cunning fingers contrived.

Beer was home-brewed. And those words carried no stigma of the inferior quality of product that they do to-day, nor was the brewing in any way a surreptitious or dishonorable occupation. These were for the most part self-denying and temperate people. But there is no implication that they were total abstainers.

Furniture was mostly roughly hand-fashioned from the abundant hard woods of that time and place. But among the things that were not to be had for long years was—a mirror! Think what a hardship this must have been to a beautiful woman. There is no evidence that this lack ever rendered beauty impossible or less charming, however. Margaret Moir Gartshore, mentioned elsewhere in these pages, was wont to relate to her children how, in those days, she would look into a pail of clear, spring water to judge, from the reflection to be found there, of the correct arrangement of her hair. And years afterwards, Dr. Tassie, principal of the Galt Collegiate Institute, meeting one of her sons who had once been a pupil of his, said to him: “I thought, when first I saw your mother, that she was the most beautiful woman I had ever seen. And I have never found occasion to alter that opinion.”

Another interesting reminiscence that has come down to us from the same source is that

## THE BON ACCORD SETTLEMENT

the piously trained young people of that day, on their way to the Sabbath would walk, barefoot, through the muddy ways that intervened; then, washing their feet at the roadside, when they had almost reached their destination, would don the hose and shoes they had carried; and so enter the sacred edifice in seemly cleanliness.

In those early days the short summers were always extraordinarily busy; and bees—a coming together of a number of neighbors, to do a special work for one, here to-day, there to-morrow, which favors of toil he returned in kind—were the order of the day. But in the winter, there was little to do except chopping; and those who in the more favorable weather had gathered together in friendly helpfulness, then met together to drive away loneliness, so that the long, dark evenings were oftentimes spent in mirth and song and feasting.

It was a time of hardships; in many ways, a time of want; a time of uncertainties, truly. And yet, withal, it was a time of such innocent gaieties, of so much hopefulness, and of such warm, generous neighborliness that we are well justified in thinking of it as one of the most genuine of “good old days”.

### *Names of Families and Residences of the Bon Accord Settlement*

Of those who made up that first party from Aberdeen in 1835, there is, to-day, no full and

authentic list. These, however, it is known were among the number: James Moir and family; the Argo family; Peter Brown and family; Robert Melvine and family; John Gibbon, a brother to William Gibbon who had come out with George Elmslie, and a brother, also, to Mrs. Elmslie; the Mairs; the Mackies; the Middletons; the Piries; the Wedderburns; the Calders; the Cummings'; the Brockies; and the Davidsons.

These settlers of North Nichol, like many of the better class of English speaking immigrants elsewhere, kept up the good Old Country custom of giving names to their farms. Thus, Thomas Mair's place was called Bellfield; William Mackie's, Beech Hill; John Brockie's, Irvineside; Alexander Dingwall Fordyce's, Lescraigie; James Moir's, The Meadows; Alexander Watt's, Auchredie; John Keith's, Irvine Cottage; J. Findlay's, Tillery; George Elmslie's, Irvine Bank; and John A. Davidson's (who came in at about the same time, but not on the ship "Brilliant",) Woodburn.

Such names give, or help to give, individuality and local color to the homes of the people, however convenient from a business standpoint may be the system of numbered lots and concessions.

## CHAPTER IV





## EARLY DAYS IN DUNDAS

*Dundas an important Industrial and Shipping  
Centre of Upper Canada*



F Dundas, in the eighteen-thirties, one chronicler writes thus:  
“When the Lesslies, those enterprising Dundas merchants, indicated the location of their head office and branch stores by inscribing on their famous copper tokens the names ‘Kingston, York and Dundas’ they expressed, in three words, the accepted statement of what were, then, the chief industrial and shipping centres of Upper Canada, apart from the town of Hamilton.”

But we, who read these words so many years later, naturally ask: “Who were the Lesslies?—and what were their ‘famous copper tokens’?”

### *The Leslie Firm*

In the early years of the nineteenth century, there lived in the city of Dundee, Scotland, a man named Edward Leslie, a book-binder and merchant in books, stationery, and kindred lines.

In the year 1825, he chartered a ship, and into it loaded all his merchandise, his family consisting of wife and twelve children, and at least one clerk, and sailed to Canada, there to engage in the same line of business which had engaged him in his native city.

Of his stock there was much more than could be handled profitably in one store in any of the cities of Canada, all of which were young and small in that day; so he opened and stocked three stores, one in Kingston, one in York (later Toronto), and one in Dundas. In this he became, we may safely assert, the proprietor of the first chain store on the American continent. His sons were placed in charge of these businesses and one of these sons it was, James Lesslie, who married Jacqueline (Moir) Jamieson, eldest daughter of James Moir of the Bon Accord Settlement.

In those days currency was scarce, particularly in the small denominations of pence and farthings; so that merchants were sometimes hard put to it to make change, particularly if their wares were of the small variety, such as those handled by the Lesslie stores. For this purpose, James Lesslie, being apparently a man of originality and resource, had small copper "tokens" made, something similar to the copper coins of a later date, engraved with the name "Lesslie & Sons," and their places of business as quoted above, "Kingston, York and Dundas". These were used in making change, as explained,

## EARLY DAYS IN DUNDAS

and were redeemable at any one of his shops.

It may be interesting to note, in passing, that when the old Court House in London was remodelled, in the year 1911, one of these "tokens" of the Lesslie firm was found, deposited among coins and other relics, under the original corner stone.

It is interesting, also, to remark that the clerk who came to this country with his employer, James Lesslie, was William Lyon Mackenzie, grandfather of our present distinguished Prime Minister, the Right Honourable W. L. Mackenzie King.

It was in a newspaper, known as "The Examiner", started by Lesslie in the city of Toronto, (which paper preceded "The Globe" of to-day), that those criticisms of the Government began to be made which culminated in the Rebellion of 1837. In the beginning, both Lesslie and Mackenzie voiced disapproving opinions through this medium; but as time went on and Mackenzie became more pronounced in his radicalism, if that word is correctly used, the two disagreed, and Mackenzie separated from his erstwhile employer, continuing thereafter upon that solitary way which so spectacularly built Canadian history in that decade.

### *Golden Days in Dundas*

Dundas is not only one of the oldest and most historic of the towns of what was once

known as Canada West, but it was for many years the chief manufacturing centre of the Province, as well as one of the most important distributing points for water-borne commerce at the head of the Lakes. In those days the Desjardins Canal, the second-oldest in Upper Canada, carried out from the lands to the west their products of field and forest, and in return brought in from the marts of many Old World cities their finished goods. Thus, not only in Great Britain, but also in France, Germany, and other parts of Europe, the name of Dundas was one that was well known.

The opening of the Desjardins Canal, August 8th, 1838, inaugurated the golden days of Dundas' industrial and commercial life, and attracted to the village, as it was then (previously known as Coote's Paradise) men of keen vision and business instinct from Great Britain and the United States. These embarked in varied lines of business in the hamlet in the valley, with the result that almost all the staple articles in common use in that period were made in Dundas by these ambitious pioneers seeking fame and fortune in the new land. Soon, Dundas had achieved an industrial pre-eminence not possible to larger towns, or even cities, under present-day conditions.

The most important of the early Dundas industries was the Gartshore Shops, a Foundry venture, established by a Scotchman of

## EARLY DAYS IN DUNDAS

some means and sound mechanical training by the name of John Gartshore. This was in 1838.

At its inception, the Gartshore concern had as a partner James Bell Ewart, a man who owned all the water power in Dundas. He it was who constructed the Ewart Dam, and he also had an interest in what is now called Belle Ewart, Ontario.





## CHAPTER V





## THE GARTSHORE INDUSTRY

*(For much of the information given in this Chapter, and Chapter IV, the author is indebted to an Essay written in 1927, by Mr. E. A. L. Clarke, of Dundas, to whom grateful acknowledgement is made; and to The Dundas Star in which his essay was published.)*

### *Founding of the Industry*



THE Gartshore shops were founded in 1838, by John Gartshore. At first they were known as the Dundas Foundry & Machine Shop, and somewhat later traded under the style of John Gartshore & Company. A very early trade announcement issued by the firm describes it thus:

“John Gartshore’s Dundas Iron & Brass Foundry,

Hatt Street,

Dundas,

Canada West.”

Originally, James Bell Ewart was a partner, and later on Alexander Gartshore, eldest son of the founder, became a partner. For some thirty years the industry continued under the

Gartshore name, during which time it became renowned not only for the excellence of its products, but also for the skill and character of the workmen it turned out.

In December of 1869 it was taken over by new owners, who leased the plant and premises and continued to operate the shops under the name of Thos. Wilson & Company, though generally it continued to be spoken of as "the Dundas Foundry". The four men, all graduate Gartshore employees, who signed the announcement as partners in this new firm were: Thomas Wilson; W. Bastable; Alexander Barry; and D. Scott. Duncan McFarlane is generally considered to have been a partner also, but his name is not among those of the leaseholders at the time.

### *Early Days*

In pre-Confederation days the Dundas Foundry was the town's chief industry and helped to make Dundas a prosperous place. John Gartshore proved himself a man not only of mechanical genius, but of keen vision as well; and these, supplemented by the efforts of industrious and skilled artisans, made the name of Dundas a familiar one throughout Canada and the United States and created an industry which ranks high in the annals of the industrial development of Canada during that formative period in the history of the Dominion.

## THE GARTSHORE INDUSTRY

### *Gartshore Men and Machines*

When the statement is made that the name of Dundas became a familiar one throughout Canada and the United States it means that Dundas became thus widely known as the home of the Gartshore shops, the birthplace of Gartshore machines, the university of Gartshore mechanics.

On a machine, the name "Gartshore" was a hall-mark of quality, universally recognized, guaranteeing the highest type of mechanical design of the time, the best grades of materials, and the finest workmanship.

Similarly, when a workman, anywhere on the continent, described himself as a Gartshore journeyman mechanic, this statement was a credential, instantly recognized, of character and efficiency something above the ordinary. Such men were eagerly sought, in the best shops everywhere. The firm was exceedingly fortunate in securing in its employ many men of a superior type, both in mechanics trained in the best shops in Great Britain, and those who served apprenticeship in the Dundas shop itself; and these, whenever they went elsewhere, invariably proved themselves to be well-trained, qualified mechanics, proficient in both mill-wright and engineering work, who could carry a job through from its inception to completion.

*Gartshore Graduates, Founders*

The list of Gartshore employees and apprentices who in other years became founders, partners, or executive officers of Canadian industrial concerns is probably without a parallel in the business history of the Dominion.

Two such employees were John Bertram and Robert McKechnie the younger, who later established the Canada Tool Works, which have since gained international fame as the Bertram Company. John Inglis, whose sons became prominent manufacturers in Toronto, was another Gartshore man, as was also Robert Whitelaw who founded the Whitelaw shops at Woodstock. Then, also, there were the Moffats, Thomas, Sr., and Thomas Jr., who carried on manufacturing in Dundas and later established the well-known Moffat Stove Company, of Weston; James Thompson who, with Alexander Gartshore, was connected with the establishing of the Gartshore-Thompson Company, of Hamilton; Captain William Foley of the Goldie-McCulloch Company, of Galt; and many others. In fact, the Dundas Foundry holds a record in this respect that is unique among those of its kind.

*A Different Type of Prodigal Son*

As an illustration of the type of men that many of the Gartshore employees were, we

## THE GARTSHORE INDUSTRY

are told the following true story of something that took place, probably in the early 1840's.

About that time a young man, of eighteen or twenty years, obviously well educated, and of a pleasing manner, arrived in the United States, and sought employment, first in Philadelphia. Even this great city was only a small place in those days, and he was unable to secure work. Gradually he travelled up, through Pennsylvania, at length reaching Buffalo with his means nearly exhausted.

There he applied for work to a man named Bell, a friend of John Gartshore's, who also was engaged in the foundry business.

He had nothing to offer him, but said: "You go over to Canada, and go to John Gartshore, at Dundas. You will be able to get something there; he never refuses a job to a Scotchman."

So to Canada, and Dundas, and John Gartshore, the young man came. But here also there was nothing to offer him that seemed to fit what were obviously his abilities and his attainment as a graduate mechanical engineer.

"I cannot give you anything," said John Gartshore to him; "everybody here must work with his hands."

The youth was eagerly willing to do that. So he was employed, given some common work of foundry routine to perform, in which he proved himself a cheerful and efficient workman, and popular with his fellows, even

though, during all the year and a half that he remained, he said no word about himself, his family, nor whence he had come.

At the end of that time there came to Dundas a man making enquiries for this youth, for whom he said he had been searching in all the places where he had sojourned and sought work, those months previous. This man, it proved, was a clerk in the employ of the youth's father, and he had been sent to America to find him, the young man having come to this continent without the knowledge of his family.

Before he left to return to his home he gave a champagne dinner to all those among whom he had worked during this time, a great occasion of mirth and rejoicing, we may be sure.

Years later, after the death of John Gartshore who had befriended him, this man returned to this country on a visit and, seeking out Alexander Gartshore, of Hamilton, asked him to go with him over the old scenes. Later than that again, Alexander Gartshore, and William Moir Gartshore, at different times visited him in his home in London, England. His name was Matthew Gray and he was then a manufacturer in a large way of rubber goods, electric cables, and such allied products, having even his own ships employed in the laying of submarine cables.

## THE GARTSHORE INDUSTRY

### *Its Part in the Industrial Development of Canada*

The history of the Gartshore shops is closely interwoven with the history of Canadian industrial development of the last century. When oil became a magic word in commercial life, and Lambton County began pouring out its stream of liquid wealth, it was the Gartshores of Dundas who manufactured the drills and the tanks required by the industry at Petrolia and its environs. When the saline waters of the Huron tract were brought up from Mother Earth's reservoir it was Gartshore's men who made the special drying pans and other machinery needed for the new industry at Goderich and vicinity, where "the salt of the earth" became a crystallized reality. As the forest areas of Upper Canada gave place to tilled fields and small work-shops, Gartshore grist-mill and saw-mill machinery was shipped to the outposts of the ever-advancing line of industry, and played an important part in the romantic drama of Canada's subjection to civilization.

When engines were needed for the iron ferry boats at the Windsor terminal of the Great Western Railway—later the Grand Trunk, and, later still, the Canadian National Railway—these were designed and manufactured in Gartshore shops. There, also, were designed and built the first compound marine engines used in Great Lakes shipping. Later



these came into great favor, and general use; but the first of them originated in the Gartshore shops.

Before its curving ribbons of steel had carried the first Canadian Pacific Railway train into the great Northwest, the Gartshore machines had penetrated the vast and thinly-populated areas of that new empire where the red man and the Hudson's Bay factor had ruled so long. By rail and by boat from old Ontario, westward, into the land where buffalo roamed, machinery and engines from the little valley town of Dundas were carried to the end of the line of transportation by mechanical agency; and then, with beasts of burden, the trek of the adventurers of commerce went on, over the prairies and across coulees and through the silent places. Along the famous Dawson Trail, to the depots of the Red River boats, journeyed Sam McCardle (afterwards prominent business man in the Australian Commonwealth), Jack Cain, and other young men from Dundas, who, filled with the spirit of adventure, played their parts in that great pilgrimage into the great, lone land, helping to lay the foundations of a new empire with the fore-runners of the machine age, Dundas-made machines.

Among the many products of outstanding worth made by the Gartshores in the palmy days of the industry were the engines and pumping equipment for the Hamilton Water Works, completed in 1859, after eighteen

## THE GARTSHORE INDUSTRY

months of labor, and put into operation by James McFarlane, of Dundas, who remained in charge of the plant for upwards of fifty years. These works were formally opened by the Prince of Wales, afterwards King Edward VII, on his visit to this colony in the year 1860, when he turned on the water into the mains at the Beach pumping station.

At this time William Moir Gartshore, then a boy of seven years, was permitted to go to see these ceremonies in charge of a man who worked for his father at his home. He was very much excited over the prospect of seeing "the Prince", having, childlike, visions of some glamorous being in velvet and ermine, with a gold crown on his head. When the Prince at length arrived, the man who had him in charge found it difficult to fasten the child's attention upon him. "But where is the prince?" was the question, many times repeated. "There—see him!—the one right in the centre, facing this way." When finally it was borne in upon him that the Prince was none other than the individual in bowler hat and tweeds, his disappointment was profound. "That isn't a prince," he said; "that's only a man!"

On the same occasion "Johnny" Gibson, afterwards Sir John M. Gibson, Lieutenant-Governor of the Province of Ontario, chosen by the Principal as the most promising pupil in the Central School, was given the distinction of turning on the first tap in the city

proper. As an indication of the character of the material and craftsmanship that went into those old-time machines it may be stated that, in 1929, this equipment is still in use.

### *Early Difficulties and Helpers*

The difficulties of operating a manufacturing plant previous to the era of transportation by railway may be judged from the fact that there was no hardware stock of any importance where a manufacturer could get his supplies of raw material, except at Montreal and New York. On one occasion, in the early 40's, John Gartshore proceeded to New York to buy supplies. The night after he left, the foundry was burned to the ground; but he did not learn of this until he returned, six weeks later. In that day there was no means of communication other than by mail; and the mail bearing this news to him arrived in New York only after he had left for home. Upon his return he found his plant completely destroyed, and had to commence erecting a new one before work could be resumed.

Transportation to different parts of the country was mostly on horse-back, as the roads at certain seasons of the year were so bad that it was impossible to use wheeled vehicles.

In his outside contracts, John Gartshore was assisted by the late Andrew Thompson, who lived in Mitchell and London, where he

## THE GARTSHORE INDUSTRY

conducted oatmeal mills; and, later, by Thomas Laurie. Both these men were expert millwrights, and will be remembered by the older residents of Ontario. They superintended the erection of the mills for which John Gartshore had the contracts.





## CHAPTER VI



## LIFE OF WILLIAM MOIR GARTSHORE

### *Early Training and Influences*



WILLIAM MOIR GARTSHORE, youngest child of John and Margaret (Moir) Gartshore, was born at Dundas on the third of April, 1853. After graduating from the grammar schools there, he attended the Galt Collegiate Institute, of which the late William Tassie was head master and which at that time was one of the foremost Upper Schools in this part of the country, many eminent men being numbered among its graduates.

After leaving it, in the year 1867, he went to work in his father's shops, the Dundas Foundry, to learn the trade of pattern-maker. Here he remained until the family removed to Toronto in 1870, after which he was employed in the Toronto Car Wheel Company until 1873; at that time he was sent to London as superintendent of a new company being started there under the name of The London Car & Wheel Company, of which his elder brother, Alexander, was the Secretary.

The wisdom of sending a youth of twenty



to take charge of a foundry, is open to criticism; and, as could be expected, there were many mistakes made. Notwithstanding this, however, with what previous experience he had had and the co-operation of his employees, he managed to come through with some measure of success to his credit.

At that time the Great Western Railway was altering its gauge, which up to that time had not conformed to that being used on other lines of railroad. As a consequence, all cars had to be changed, this change being from 5' 6" width to 4' 8½", which is the standard gauge still in use. This entailed an immense amount of work, and at that period the foundry was exceedingly busy, turning out as much as eighty-five tons a day. But when this change was completed, there was a corresponding stagnation, and the directors of the Company, principally Detroit men, decided to close the foundry and also the car works which they had erected as well at this point.

### *Connection with the McClary Industry*

It was thought that his experience might be of some service to The McClary Manufacturing Company, which was at that time becoming an industry of national importance. In 1876 he joined that organization, at first in a minor capacity only.

At first, undoubtedly, the confidence which

## LIFE OF WILLIAM MOIR GARTSHORE

the head of that business, John McClary, placed in this young recruit to his staff was due to the good name borne by his father, John Gartshore; but as the years went by, his own ability proved itself again and again, and more and more the older man gave over the reins of management to him with an ever-growing confidence in his judgment, a confidence that was never misplaced. More largely than is generally known, he contributed to the splendid success that has become synonymous with the name McClary's.

William Moir Gartshore's connection with the McClary Company was a most happy one, extending over fifty years, or until the amalgamation of that Company with others of a similar character under the name Canada Steel Wares, Limited, in 1927. For many years previous to the death of John McClary, Lieutenant-Colonel Gartshore, as he then had become, was Vice-President and General Manager of The McClary Manufacturing Company, and upon the death of the President, was unanimously elected by his fellow-directors to that position, succeeding Mr. McClary.

### *Descendants*

In the year 1877 he married Catherine McClary, younger of the two daughters of John McClary. To them was born one daughter, Edna Theresa.

On September 3rd, 1893, Edna Theresa

Gartshore was married to Dr. Allen Mackenzie Cleghorn, since deceased; and to them two children were born, Catherine Edna Cleghorn and Robert Allen Cleghorn.

In 1927, Colonel and Mrs. Gartshore celebrated their Golden Wedding Anniversary; and out of all the flood of happy felicitations which poured in upon them from far and wide, none was more gratifying to them than the congratulations and good wishes of the whole family of McClary employees. These were conveyed in the form of an illuminated address, framed, the beautifully finished lettering being done by one of the artists in the employ of the company. There was also a second illuminated address, bound in book form, and decorated with small exquisite water-color decorations from the Branch Managers, Messrs. D. George Clark, M. F. Irwin, Geo. S. Bishop, John C. Newman, John J. Foot, G. E. Main, W. W. Nobbs, A. M. Smith, Alex. J. Clark, B. C. McMillen, and J. Gallo-way.

### *Military Career*

As a youth, the subject of this sketch became interested in military matters. This was principally due to the influence of the uncle for whom he had been named, William Moir, a younger brother of his mother's, who had left home at the age of eighteen years and enlisted in the Grenadier Guards.

## LIFE OF WILLIAM MOIR GARTSHORE

William Moir was a man of imposing stature, standing six feet, two and one half inches. He became a very excellent drill instructor and was offered a Commission in the 52nd Regiment when the difficulties in New Zealand arose, necessitating the sending of troops there. He served there for several years, retiring at length, with the rank of Captain, because of a wound he had received. After his family had grown up and left the parental home, he came to Canada, and his later days he spent in Toronto, with his sister, Mrs. John Gartshore, who until then had not seen him for fifty years. He died in Toronto, in 1881, in his seventy-first year.

### *Ranks Held*

In 1871 William Moir Gartshore joined the Queen's Own Rifles, Toronto, as a private.

In 1874 he was invited to accept a Commission in the Seventh Regiment Fusiliers, London, which he did, and with which unit he was identified for many years.

During the term of Lieutenant-Colonel Walker, in command of the Regiment, he was appointed Captain of Number 5 Company, which was composed largely of McClary employees; and upon the retirement of Colonel Walker, in 1884, he was promoted to the rank of Junior Major, Major A. M. Smith being the senior Major. Following Colonel Walker's retirement, Major Walter de Ray Williams became Commanding Officer.

On March 31st, 1885, the Regiment was called upon to furnish two hundred and fifty men to assist in quelling what was known as the second Riel Rebellion. In this expedition he saw active service, but was not under fire, the battle at Fish Creek and Batoche, which practically ended the Rebellion, having taken place before the London contingent arrived at that point. They returned by way of Moose Jaw, reaching London again on July 25th, 1885.

The following year, 1886, he attended the Queen Victoria Jubilee Celebration, in old London.

Shortly after the Northwest Expedition referred to above, the Seventh Regiment disbanded, and was re-organized. Again it disbanded, and again was re-organized. After the first disbandment, Major Gartshore was asked to take the position of Major and second in command of the First Hussars. This he did, and upon the retirement of Lieutenant-Colonel Coles, in 1892, took command of that Regiment, which he retained for about eight years.

On completion of his tenure of command with this unit he was appointed Brigadier of the First Cavalry Brigade, consisting of the Governor-General's Body Guard, the First Hussars, the Second Dragoons, and the Mississauga Horse. He was urged to continue in this post, but for pressing business reasons was forced to decline. This concluded his

## LIFE OF WILLIAM MOIR GARTSHORE

active military service, but he was retained on the Reserve of Officers until notified by National Defence Headquarters, Ottawa, in 1925, that in view of his fifty years' service he was retired with the rank of full Colonel. In 1926 he was gazetted Honorary Lieutenant Colonel of the Canadian Fusiliers, and also is still an honorary member of the Queen's Own Rifles.

### *Reminiscences*

(The following are Colonel Gartshore's reminiscences of military life, in his own words.)

"I joined the Queen's Own Rifles in 1871, as a private. One of my companions of that date is still living, Mr. Walter J. Barr, of Toronto.

"We went to Camp at Niagara in 1871, in Captain Miller's Company, which, owing to his popularity, went under canvas very much over strength. As a consequence, we slept fourteen to sixteen in a tent. The Camp was under the command of Colonel Robertson Ross, who was an Imperial Officer then in command of the Canadian militia. The officer in command of the Q. O. R. was Colonel W. S. Gillmour, and the late Major-General Otter was second in command.

"This was one of the largest Camps ever held at Niagara, and I remember very well being on guard the first night, when there occurred a downpour of rain which almost

caused a stampede, everyone struggling to get under shelter of some kind.

“On one occasion Walter Barr, Sergt. Nedlington, and a few others, essayed to walk to Niagara Falls, and we succeeded in getting there and back, on foot, in one day—a distance of thirty-two miles.

“This was the only annual drill I ever put in with the Queen’s Own Rifles, to which I yet belong as an honorary member, however, for their motto is ‘Once in the Q. O. R., always in the Q. O. R.’

“Little did I think when serving as a private in the Q. O. R., on that occasion that, thirty years after, I would be camping on the same field in command of a Brigade of four Regiments of Cavalry!

“After coming to London in 1873, the first Camp was held in Kensington, or what is now known as London West. I was not then a member of the Corps, but was interested in it. Considerable excitement was caused by a sham fight which they held, supposedly to defend an attack on the City of London. The cavalry formed a ‘screen’ in the vicinity of Wellington Street Bridge and, as the operations were held in the night-time, the firing they made caused great consternation in that neighborhood, the thought being that the Fenians had come. Several premature births resulted. Needless to say, these tactics were not repeated, as this method brought down severe criticism from all sides.

## LIFE OF WILLIAM MOIR GARTSHORE

“In 1874 I was introduced to Lieut.-Col. John McBeth, who invited me to accept a Commission in the Seventh Regiment Fusiliers with which I was identified for many years. Our first camp was held at what is now Woodland Cemetery, and I remember the names of Colonel McBeth, Major Dawson, Major Walker, Major Dixon, Captain Harry Gorman, Captain Porte, Captain McKenzie, and Lieutenant (now Judge) McBeth. Many of these men were conspicuous in other walks of life in the city. Captain Gorman later became Major, and only recently died, at the age of eighty-nine years.

Subsequently, Camps were generally held at what is known as Carling's Farm, where the McCormick biscuit factory now stands. Major Dawson became Brigade Major of the District, and Major Walker succeeded to the Command, which he held until the end of 1884. He was an ideal commanding officer, commanding both the respect and admiration of the officers and men. It was during his term of command that I was appointed Captain of Number 5 Company, which was composed largely of McClary employees; and upon his retirement I was promoted to the rank of junior Major, Major A. M. Smith being the senior Major. Following Colonel Walker's retirement, Major Walter de Ray Williams became Commanding Officer.

The Seventh, under Colonel Walker, reached a higher state of efficiency than at any



other period of my connection with it. We had seven Companies, each of a strength of fifty-five men. We generally kept up to, or over, the establishment.

“As an illustration of his diplomacy I may tell of one occasion when considerable apprehension was felt over an inspection which was imminent. This inspection was to be made by Lieutenant-General Luard, who was considered a very severe inspecting officer. The regiment was drawn up, awaiting his arrival. Meantime General Luard and his party were being entertained at dinner by Colonel Walker. The General’s favorite wine was served, and the dinner to which it was so pleasing an accompaniment was long and excellent. As a result, when the General finally reached the field the evening had grown so dark that his inspection was far from being as effective as it otherwise would have been, and the Regiment came through it with flying colors!

“I recall, too, that Captain McRae, an officer in charge of one of the Companies, had a special aversion to receiving orders through Major Millar, Adjutant of the Regiment. On one occasion this culminated in his refusing to receive an order from him and, in consequence, he was reprimanded by Colonel Walker. A gentleman at the London Club, hearing of this incident, wrote a letter purporting to be from Captain McRae, challenging Major Millar to a duel. The latter, knowing of Captain McRae’s peculiarity in this connection,

## LIFE OF WILLIAM MOIR GARTSHORE

thought the letter might be genuine and asked Captain Peters to act as his second. Of course that duel never came off as the Colonel, on getting wind of it, called the two together and made them shake hands. But the humorist of the Regiment, Lieutenant C. Cox, drew a sketch of the threatened event and posted it on the Armouries' door, to the intense amusement of everybody. His sketch portrayed very vividly, in life-size, the principals in the event facing each other, while those assembled as spectators lay with their faces to the ground, insinuating that the would-be duelists were very poor shots.

"I should like to mention in this connection that at that time the Seventh had one of the finest Bands in the Dominion, under the leadership of the late W. E. Hiscott.

"Shortly after this, on March 31st, 1885, the Regiment was called upon to furnish two hundred and fifty men to assist in quelling what is known as the Second Riel Rebellion. An effort was made at that time to have Colonel Williams waive, and allow Colonel Walker to proceed, as it was felt that Colonel Walker, with his greater experience and his popularity would be an ideal Commanding Officer. These efforts were not successful. The officers for active service were the following: Lieut.-Col. Williams; Majors A. M. Smith and W. M. Gartshore; Captain and Adjutant George M. Reid; Captains McKenzie, Butler, Peters, Dillon, Tracey, Beatty,

Dr. Fraser and Dr. Niven; Lieutenants Bazan, Bapty, Campbell, Chisholm, Greig, Hesketh, Jones, Payne and J. K. H. Pope; Quartermaster J. B. Smyth; Chaplain, Rev. Mr. Ball.

“A Company, under Captain J. W. Little, was held in reserve in London in case reinforcements should be required.

“At that time the Canadian Pacific Railway was only under construction, and the detachment had to proceed by train and on foot, alternately, much of the journey being over the ice. It took us eight days to reach Winnipeg, where we went into camp for inspection and refitting.

“The spaces between where the Railway had been completed, north of Lake Superior, were called ‘gaps’ and varied from ten to twenty miles in length. Here the soldiers were transported partly by sleighs, but marched much of the distance.

“We arrived at the end of the rails on the Saturday evening, detrained at the end of a ‘fill’, and found our way to a contractor’s camp at the foot of a steep embankment, where we remained all night. Most of the men slept under canvas, but some found a schooner frozen in the ice and put in the night there. It was very cold. Some said it was considerably below zero.

“After a very uncomfortable night we arose to a breakfast consisting of fat pork, bread, and tea, which was anything but appetizing. In many cases the food was put away in

## LIFE OF WILLIAM MOIR GARTSHORE

haversacks for future consumption if need be.

“We started, then, to march over what was our first ‘gap’ to Jackfish Bay, a distance of about twenty miles.

“Shortly after starting, we formed up in close formation on the ice, where a religious service was held, conducted by Sergeant-Major Fraser and Captain and Adjutant George M. Reid. This was a very solemn service, held under such peculiar circumstances that everyone who was present will remember it as long as he lives. After the service the march was resumed.

“We reached the rails again at a point near Jackfish Bay, where we were entrained on flat cars. We reached Jackfish Bay in a badly exhausted condition, due chiefly to cold. The contractors at that point put up a very good meal consisting mostly of stewed beans and coffee, which the hungry and tired troops ate with relish.

“As there was not sufficient room in the dining room for all to sit down together, the men were served first and most of the officers afterwards. One of the engineers of the railway who had a camp about two miles across the bay kindly offered his hospitality to the senior officers of the Regiment, which was gladly accepted. This necessitated a further walk of two miles, led by the engineer carrying a lantern. When we had arrived at our destination our host remarked, casually, ‘I

suppose you have had your supper?’ Regretfully we had to admit that this was not the case. There was nothing for us to do, then, but either to go to bed without food, or retrace our steps. Being thoroughly exhausted, we chose the first, lay down on the bunks without disrobing, and soon were in the ‘land of dreams’.

“The engineer, pitying our condition, got up early the following morning and went to the hut of a nearby fisherman where he secured a large fish. This was cooked, and, with the addition of potatoes, made a breakfast upon which we did splendid execution. After this we returned to the Regiment, which remained for the day at Jackfish Bay for rest and refitting.

“The last of the ‘gaps’ ended at a place called Red Rock, east of Port Arthur; and over this gap, which was the longest one of the journey, the men had to march the entire distance. They arrived at Red Rock in a terribly exhausted condition.

“Large fires had been built as a beacon to indicate the landing place; but it seemed that the farther we marched, the farther the fire moved away. At last the destination was reached, and the men were put into cars, a very welcome change. After a night’s journey we arrived at Port Arthur.

“Here the men were billeted at hotels for breakfast and the officers, by the kind invitation of Dr. and Mrs. Smellie, who were

## LIFE OF WILLIAM MOIR GARTSHORE

previously personally known to Captain Reid and myself, were furnished with a hot breakfast of beefsteak, potatoes and coffee. To this, full justice was done, you may be sure, after the experiences of the foregoing week. Never were guests more grateful for hospitality than these officers, and the visit ended by their singing with their host that great old parting song, 'Auld Lang Syne.'

"Our sojourn in Winnipeg was brief. We were first put under canvas on some vacant property in the centre of the city, but after a prolonged rain were forced to remove to a vacant church where we were so cramped for space that each man was allotted only two feet by six of floor on which to lie.

"The following day we proceeded west on the Canadian Pacific Railway and went into camp at Swift Current, which was at that time the base of supplies under Major-General Lawrie, who had conceived the idea of transporting supplies down the Saskatchewan River, the embarking point being a distance of about thirty miles from Swift Current. Previously supplies had been conveyed by teams, but this was found to be a very expensive means of transport, as each horse must be fed about half of its load during the journey there and back.

"After spending about ten days on fatigue and drill, we marched to Saskatchewan Landing, and took the boats, twelve in number, for Batoche. Together with two Companies of

the Midland Battalion, we were divided up, about thirty men to each boat, and were supposed to navigate these to the next base of supply, which at that time was Clark's Crossing. Not having any experience in river navigation, and the boats being carried downstream by the current at the rate of about six miles an hour, we very soon got into difficulties. Owing to the deviation of the stream, it was estimated that the distance to be traversed was about six hundred miles. It took us, on an average, ten days to make the journey. There were no signs of civilization until we reached Saskatoon, a short distance from our destination. Here we learned that a battle had taken place at Fish Creek and Batoche, and about seventy-five wounded men were housed in temporary hospitals at this point.

“After unloading our stores at Clark's Crossing, we went into camp awaiting further orders, and spent some weeks there, doing a great deal of fatigue work and considerable drill in expectation of receiving orders to go to the front.

“As the rebels were defeated at Batoche, it proved to be practically the end of the outbreak, but they were pursued by General Middleton's column, and we received orders to send two Companies to the north banks of the Saskatchewan, about thirty miles distant, as a precautionary measure.

“At the close of the campaign we were order-

ed to return by way of Moose Jaw. A part of the distance we marched, and the remainder were transported by wagons, reaching London again on July the 25th, 1885.

“Shortly after the Northwest Expedition, the Seventh Fusiliers disbanded, owing to dissatisfaction of its officers with their Commanding Officer, Colonel Williams. Later, the Battalion was reorganized under the command of Lieut.-Col. Lindsay, of St. Thomas, who was succeeded by Lieut.-Col. Payne, and Lieut.-Col. Tracey, in succession. It was again disbanded, and once more reorganized, this time under Lieut.-Col. A. M. Smith and Major Little.

“After the first disbandment, I was approached by Lieut.-Col. Coles, of the First Hussars, who had approached the age limit, with the suggestion that I take the position of Major and second-in-command of that Regiment. As I had always been very fond of horses, this appealed to me, and I accepted that position and went into Camp with that Regiment as second-in-command. Shortly afterwards I took a course of instruction in the Cavalry School in Quebec, to qualify myself for the work, and on Colonel Coles’ retirement I took command of the Regiment, which I retained for about eight years.

“My experience with that Regiment was of the pleasantest character, and I had the cooperation of the officers and various squadrons to the fullest extent.



“We had successive camps at London, Stratford, and several times at Niagara, and I am very glad to be able to state that I handed the Regiment over to my successor, Lieut.-Col. A. H. King, in a condition equal to any of its kind in Canada.”

*Recollections of the Jubilee*

“In the year 1886, the Queen Victoria Jubilee Celebration was held in England, as a part of which there was an Exhibition at Earl’s Court, which was opened by Queen Victoria in state. As The McClary Manufacturing Company had an exhibit there, I took the opportunity of attending, and enjoyed all the functions appertaining thereto. I found Her Majesty’s uniform an ‘open sesame’ to all military functions, and attended the trooping of the colours of the Horse Guards, the review at Aldershot, and, by the kind offices of Sir Charles Tupper who at that time was Canadian representative in London, received an invitation to be presented at a Court held by the Prince of Wales, afterwards King Edward VII., on behalf of Queen Victoria.

“I remember a rather amusing incident that occurred in connection with the formal opening of the Exhibition at Earl’s Court. The Queen and the Royal Family walked through the buildings and afterwards entered Albert Hall by a private entrance which had been cut through for that purpose. Having an

## LIFE OF WILLIAM MOIR GARTSHORE

invitation, like many others I stood in the Canadian Court while the royal entourage passed. With me were Colonel Ross, of Ottawa, and Lieutenant Casgrain, of Quebec. The royal party passed slowly, two by two, the Queen being at the rear of the procession, followed only by a number of aides-de-camp as escort. As these came opposite us I remarked to Colonel Ross and Lieutenant Casgrain: 'What is to prevent our joining the procession?' Colonel Ross replied that he would not do it for worlds, but Casgrain said to me, 'I will go, if you will.' So we stepped into line and, our uniforms being the same as those of the escort, our daring intrusion was never noticed.

"After passing through the grounds and through the private entrance, we found ourselves on the platform of Albert Hall.

"The royal party consisted of quite a large number of the Queen's relatives, among whom were Prince and Princess Frederick William, afterwards Emperor and Empress of Germany; the Prince of the royal house of the Romanoffs, who afterwards became Czar of Russia; Prince Clarence and Prince George of England. The former died some years ago, and the latter is our present reigning monarch, King George V.

"We stood there during the entire ceremony, each of us expecting momentarily to have a hand laid on his shoulder and to be asked why we were there. At the conclusion of the

ceremony and of the Queen's address, which we were able to hear quite distinctly, the royal party left by way of the front of the edifice, and we two merely remained standing between the ranks of the Grenadier Guards, and later made our way back to the Exhibition.

“This incident shows how easily an impostor could accomplish the destruction of the entire Royal Family, notwithstanding all the supervision of the police and detectives.

“Lieutenant Casgrain referred to was attached to the Imperial Army at that time but I understand that he afterwards took Holy Orders and is now an Abbé of the Roman Catholic Church. I am sure he would recall this incident should this account of it ever chance to meet his eye.”

#### *Connection with Victoria Hospital*

For many years William Moir Gartshore has been deeply interested in Hospital affairs. This interest originated largely through his association with the late Dr. F. P. Drake, many years ago when the latter was a house surgeon at Victoria Hospital. Colonel Gartshore was at that time in the habit of dropping in at the hospital to visit with Dr. Drake, and by this means became acquainted with Dr. Wilkinson, then the Superintendent, and became interested in the work being done there. When a vacancy occurred, later, on the Board of Trustees, owing to the resigna-

## LIFE OF WILLIAM MOIR GARTSHORE

tion of Mr. Samuel Screatton who was for many years Chairman of that body, he made application, and in 1911 was nominated by Mayor Beattie to a position on the Board. This he gladly accepted.

The late Joseph Judd, K.C., was Chairman of the Board at that time. Upon his appointment as a Judge he retired from this position, and Colonel Gartshore succeeded him as Chairman, which office he has held ever since with the exception of a period when he travelled to Australia. during which year Mr. James Gray occupied the post of Chairman.

The various Mayors of the City have always been members, *ex officio*, of the Board. And it was during Sir Adam Beck's term of office that the original Home for Nurses was built, while during the term of the late Dr. John D. Wilson, the main building and also what is known as the private wing of the Hospital were built.

It is the desire of Colonel Gartshore that there should be included in this chronicle his personal acknowledgment of the valuable services rendered to this institution of healing by the various members of its Board, particularly by Messrs. Samuel Screatton, George Harris and James Gray.

The Hospital's capacity has been increased from time to time until it now contains four hundred beds.

The War Memorial Children's Hospital, which is operated under the same manage-

ment, was erected in 1922, by means of voluntary contributions raised principally through the efforts of the Imperial Order of the Daughters of the Empire.

When the proposal was raised to erect a monument to the memory of those soldiers from this District who had fallen in the Great War, it was suggested to these ladies that, instead of erecting some imposing but useless column in the centre of the city, their efforts might be directed toward some provision for sick and crippled children. This, it was thought, might be the more fitting memorial. The suggestion was found acceptable, and on this line the scheme went forward to completion through the energetic and kindly devotion of these ladies. To-day the memorial is in service, a beneficent institution for the healing and well-being of the children of western Ontario. In it there is accommodation for one hundred patients, and here all the sick and deformed children of this district are cared for, those whose parents are not financially able to provide for their care receiving, free of charge, the best possible treatment and medical and surgical assistance that can be had anywhere, just the same as those whose fees are paid.

The Nurses' Residence was also erected in 1925-6, for the accommodation of two hundred of the nursing staff. About two-thirds of the cost of this building was provided by vote of the rate-payers, the balance being donated

## LIFE OF WILLIAM MOIR GARTSHORE

by Colonel Gartshore, in grateful recognition of which gift it is known as the Gartshore Residence for Nurses.

All of these buildings, old and new, are now connected by a tunnel, through which the heating system is also installed, which latter is connected with a city incinerator which furnishes the heat.

In 1927 there was dedicated the latest addition to this now magnificent Hospital plant, a suite of operating rooms, which centralize under one service a branch of the hospital's work that had previously been distributed over three sections of the buildings.

This handsome suite is the outgrowth of a suggestion made by the late Mrs. Sarah Jeffries, of London, who provided in her Will that about half of her estate, this being composed of certain properties to the value of approximately six thousand dollars, should be placed in the hands of the Victoria Hospital Trust for sale, the proceeds therefrom to be devoted to the erection of an Operating Room in memory of her only son. This son, the late Dr. Edwin Jeffries, graduated from the Medical School of the University of Western Ontario as Gold Medallist of the Class of 1909, and subsequently for a time served as an interne at Victoria Hospital. It was his ambition to specialize in surgery. And it was this ambition, frustrated by his early death, which prompted his mother to make her bequest, which she never doubted would

be sufficient for the purpose intended. To it, as the personal gift of Colonel Gartshore, were added the many thousands of dollars required to build and equip the complete suite of five operating rooms, with anesthesia room, dressing rooms, toilets, and students' amphitheatre in connection, of which the management of Victoria Hospital is now so justly proud.

In recognition of Mrs. Jeffries' bequest, one of the two main operating rooms is known as the Jeffries Room; the other is known as the Lister Room, in honor of the late Lord Lister whose research and resultant contributions to medical science have made modern surgery possible.

In the dedication of this suite, his fellow-workers did not permit Colonel Gartshore's munificence to go unremarked. In the main corridor leading to this part of the Hospital building there is a tablet—what Colonel Gartshore himself facetiously refers to as his "tombstone"—which reads as follows:

"In recognition of the unselfish service of Colonel William M. Gartshore, public-spirited citizen of London, Ontario, member of the Board of Hospital Trustees since 1911, whose efforts for and benefactions to Victoria Hospital have been constant and many, this tablet is erected with grateful appreciation by the physicians and surgeons of London, May, 1927.

*"They serve God well who serve his creatures,"*

## LIFE OF WILLIAM MOIR GARTSHORE

In the London Free Press of that date, commenting, editorially, upon the opening of "the splendid new operating rooms of Victoria Hospital", this tribute was paid to the donor of this suite:

"Colonel Gartshore has been a member of the Victoria Hospital Trust for many years, and has taken a deep and sympathetic interest in all its developments. He has crowned his years of work with this handsome gift, which gives Victoria Hospital operating quarters the equal of any in Canada. . . . In the group of buildings which comprise Victoria Hospital, London has a series of structures of which the city has reason to be proud. To Colonel Gartshore, as a member of the Hospital Trust for so many years, belongs much of the credit for the present high standing of the institution."

The reconstruction of the then-existing buildings necessary to be done to provide for the incorporation of this new suite with the other accommodations, was given to Messrs. Watt and Blackwell, Architects, to accomplish. The matter of details was left in the capable hands of Dr. G. G. Clegg, Superintendent of Victoria Hospital, Dr. P. S. McKibben, Dean of the Medical School of the University of Western Ontario, and Miss Grace Fairley, Superintendent of Nurses of Victoria Hospital. To these was given a free hand; and a most satisfactory addition to the Hospital's buildings and equipment is the result.



As was fitting, this suite was opened (in 1927) on June the second, the anniversary of the birth of Lord Lister.

*Connection with the Western Fair*

In 1887 William Moir Gartshore became a member of the Board of Directors of the Western Fair, and in 1898 was elected President of that body. This latter was an honor demanding in return an amount of time and energy which, in view of the calls of the McClary business upon him, made it anything but welcome to him. Yet the circumstances which brought it about made it almost compulsory for him to accept, and are amusing enough to be retold.

At that time the late Thomas Brown was Secretary of the Fair Board, and the late J. W. Little, in his capacity as Mayor of the city was a member of it, *ex officio*.

That year two factions arose on the Board of Directors, one demanding the election of the late W. J. Reid as their President, the other equally insistent upon the election of the late Colonel Leys to that office. The election was held, and Colonel Leys was elected. But, discovering some trivial technicality dealing with the date of mailing of the notice that had called the meeting at which the vote was taken, the supporters of the defeated candidate made this the basis of a threatened injunction and other legal processes by which

## LIFE OF WILLIAM MOIR GARTSHORE

they proposed to upset this result. The work of the Board was suspended. Also, as the dispute between their followers became more heated, the two candidates themselves (each of whom was of a somewhat fiery disposition) became aroused, and neither one would decline in favor of the other.

This deadlock in the Board made it impossible to carry on the work of the body and to arrange for the Fair, as usual, that Fall. At length, perceiving this, and that the Fair was likely to fall into temporary (if not, indeed, permanent) discontinuance, the late J. W. Little, diplomatic, peace-loving and able executive that he was, went about to every member of the Board canvassing opinion on the question of an alternative candidate upon whom all might agree. The consensus was that if Colonel Gartshore would accept the nomination all would agree to his election.

In view of the menace which this dispute held for this splendid enterprise, so long successful, he was persuaded to accept.

From that year (1898) until 1904 he was President of the Board; and again from 1917 to 1921. Continuously, from 1887 until 1921, he was one of its Directors.

### *A Tilt at Politics*

John Gartshore, father of William Moir Gartshore, and Alexander Gartshore, his elder brother, were both staunch Conservatives;

so that in his early days, the younger man was more or less influenced by the opinions of these two and undoubtedly leaned to the party named.

After coming to London, however, in 1873, he found himself closely associated with such men as W. Melville Spencer, and the late Frank Leonard, George Reid and J. W. Little, all prominent Liberals. Being, moreover, a great admirer of the qualifications of the late Colonel John Walker and the late Hon. C. S. Hyman, he supported these men in the elections which they contested and thus became known as an adherent of the Liberal administration.

During the Great War, however, when Major Hume Cronyn was nominated in opposition to the late George S. Gibbons, he, along with a great many other former Liberals, supported the former's candidature; and was also of the opinion that the National Policy was desirable in the interests of the country at that time. In this, as a manufacturer, he may have been influenced to some extent by a fear that the Liberal party would gradually adopt Free Trade as its policy.

Always he has had a natural repugnance to appearing in support of any political party, and only once in his life has attended a political meeting. This was when a mass meeting was held in support of Hon. Arthur Meighen, during the War, on which occasion he acted as Chairman.

## LIFE OF WILLIAM MOIR GARTSHORE

Colonel Gartshore's personal comment is: "I hope the foregoing statements will satisfy my friends regarding my apparent vacillation in politics."

He also adds: "It is my belief that prejudice enters largely into politics, and that children are apt to favor that political party which their fathers supported, without other reason. This fact was called to my attention once, by the remark of the late John Macpherson, of this city, who was seated behind me in church during a Baptismal service. When a male child, whose father we knew as a staunch Liberal, was presented, he leaned forward and whispered to me 'That will be another Grit vote!'"

In municipal politics Colonel Gartshore served two years as Alderman, 1901 and 1902; and was twice a candidate for Mayor of the City, but on each of these occasions went down to a glorious defeat. The first of these was in 1903, when he was opposed by the late E. T. Essery; and the second was in 1916 when he ran in opposition to Dr. Hugh Stevenson, with whom some misunderstanding had arisen over some matter in connection with the management of Victoria Hospital.

This latter election was very hotly contested and the first count of the ballots resulted in Colonel Gartshore being proclaimed Mayor by a slender majority of fifteen votes. On a recount, however, concluded some two weeks later, the totals were reported to be

exactly even. According to precedent this gave to the Clerk of the City, Mr. Samuel Baker, the deciding vote, which he cast in favor of Dr. Stevenson.

It is interesting in this connection to record that on May 14th, 1929, as a part of the dedication ceremonies of the new City Hall of London, there were unveiled, in its Council Chamber, portraits in oils of nine men, each of whom was considered to have played a major part in the progress and development of the city.

These portraits were of: Charles S. Hyman, Joseph C. Judd, George Taylor, John M. Moore, Samuel Stevely, John McClary, Fred. Rumball, Sir Adam Beck, and Colonel W. M. Gartshore.

In his address, the speaker of the occasion, Prof. Fred. Landon, Librarian of the University of Western Ontario, paid tribute to the forty-two mayors of London, whose combined terms of office dated back to 1855, when the city was first incorporated. Of the nine men of whom portraits were hung, only one, John McClary, never served the city in public office ; but he, as Professor Landon pointed out, "set a fine standard in this city and had a great deal to do with making London what it is to-day." A special tribute was paid to Colonel Gartshore.

## CHAPTER VII



## Founding and Development of the McClary Industry

### *The Original Enterprise*



JOHN McCLARY, head of The McClary Manufacturing Company, first embarked in business for himself in a small way, in London, as far back as 1847. He was, at that time, a youth eighteen years of age. After a short time, feeling that he was not making the progress he desired, he became discontented, and joined the rush to California, in 1849. He made the journey there by way of New York, to Colon; thence overland a-foot across the Isthmus of Panama, and up the Pacific Coast by boat. From New York to Colon, accommodations were good; but up the Pacific Coast to San Francisco, the service was entirely inadequate, and great congestion resulted. Accommodations at Panama, also, were poor; an epidemic of yellow fever, or cholera, broke out and added greatly to the distress. Many would-be fortune seekers became discouraged here, with the long delay they had to endure, and many fell ill and died. And still there were hordes who remained, to tax the accommodation of the available boats to their



ultimate limit. Nor were these the only perils. A great proportion of this great company of gold-crazed men were ruffians from the underworld of their day, among whom a man's life was safe only so long as he was mentally and physically alert to defend it and the means he carried. For there were few banking facilities in those days, and whatever funds a man had, he carried with him.

After a time, the waiting crowds became so great that a system was evolved by which tickets were issued, showing the order in which holders were to be taken aboard the ships. By the one which was issued to John McClary he was scheduled to spend several months there, in idle waiting. But another man's disaster proved good fortune to him, for, one of his newly-found companions on this trip dying of the prevailing malady, he took his ticket, which was one of much earlier date than his own, and so proceeded without undue waiting.

Reaching his destination after long weeks of peril and adversities, he was doomed to disappointment once more. Conditions, he found, were far from being as golden as they were painted. The hazards and uncertainties of prospecting held no allure for this young man, temperamentally a business builder, as later years were to prove; so, for a time he engaged in business in San Francisco. But trade was dull and earnings indifferent. Then, the year following, practically the whole of

## THE MCCLARY INDUSTRY

the city, then one of about 30,000 population, was destroyed by fire, his shop included. He returned, then, to Ontario and resumed the business in which he had first engaged, this time in company with his brother, Oliver.

The style of this firm was J. & O. McClary, and the lines manufactured in that early day were tinware and ploughs. Realizing very early in the game that the manufacture of ploughs was too limited an industry to yield any satisfying returns, but believing that the demand for kitchen utensils was one that was bound to increase greatly with the growing population of that new country, Mr. McClary cast about for some sister line to this, and at length decided on stoves. It was then that there was lettered on the front wall of the four-story building on York Street which housed office, sample room and storage, the words that for close to seventy years were still dimly to be seen there:

### “Ontario Stove Works”

For seventy-five years this business, constantly broadening out into new lines and finding ever new and farther channels of outlet, was the primary, absorbing business interest of Mr. McClary's life.

As the years went on, and the development of the city created new interests, he became influential in its politics, though only once, himself, as a candidate for office of any kind.

He was once a candidate for Alderman, and was defeated. International politics interested him much more, particularly as these affected trade, movements of gold and rates of exchange. World politics, then, commerce and finance were the subjects which chiefly provided food for thought to his keen and analytical mind, housed as it was in a head the magnificent proportions of which gave evidence of the power of the brain within. Of three of the financial institutions which now lend distinction to London, he was one of the first shareholders or founders and a lifelong officer or director. These are The Ontario Loan & Debenture Company, The London Life Insurance Company, and The London & Western Trusts Company, Limited.

Yet through it all, as has been stated, The McClary Manufacturing Company was ever his first interest. His great ambition was for its growth and progress, based upon a surely-laid foundation of indestructible safety; that in its prosperity the community might be helped to prosper; and that his workmen should never suffer in so-called "bad times". His grasp of world conditions and his excellent foresight enabled him to prepare for these, and as a consequence his men were kept constantly employed.

This last, the well-being of his workmen, was an interest always close to his heart. Just a few hours before his death, when the Welfare nurse called to see him she enquired how

## THE MCCLARY INDUSTRY

he was feeling; but before he would answer this question he had one of his own that must be answered: "How are all our sick people at the Works?"

His vision it was that directed and safeguarded each forward step in the Company's development. And although in later years he became less active in the minutiae of its management, his interest in the enterprise, his guiding hand upon its helm (especially in times of stress, as, for instance, during the financial panic of 1907), his wise and probing supervision over its general conduct never relaxed.

His outstanding policy was that once a year both he, personally, and his business, should be absolutely out of debt. He was never reluctant to borrow funds for legitimate expansion; yet never were such loans more than could be liquidated within the twelve-month. This policy—as sound as it is rare!—he held inviolate, as long as he lived.

Under his astute direction the industry grew from its first small beginnings to be one of the greatest of Canadian manufacturing institutions with shops employing thousands of workmen; with branch warehouses in some eight or ten of the larger of Canadian cities and agencies in every town and hamlet from the Atlantic to the Pacific; with its products in common household use throughout the length and breadth of the Dominion; with an annual sales volume of approximately Seven Millions of Dollars.

We are inclined to agree with one chronicler of Mr. McClary's life, who states: "In the light of after events, it is passing strange that to the very city and very business in which his faith was first shaken, John McClary should return and find, through his own courage and diligence and masterly foresight, a truer wealth than his fancy pictured on the slopes of California."

### *Early Experiences*

In those early years, almost everything had to be sold on credit. Also, there had to be taken in exchange for the manufactured goods such products of the farms as hides, clips of wool, rags, dried apples, beeswax, and scrap iron. These were the currency of the day when gold or paper money was yet rare and hard to come by in a new, uncleared, and sparsely settled country. Gradually this system was outgrown and goods came to be sold on shorter terms and for cash or its equivalent.

Originally these goods were sold by peddlers who drove their teams through the country, delivering the goods as they went. With the coming of the railway this was changed, and no sooner had the railroad been put through than the McClary Company had its first travelling salesman on the road.

Nor was the manner of doing business the only thing that was altered. Following the year 1876 especially, an evolution took place

## THE MCCLARY INDUSTRY

in manufacturing as well. Certain lines which had formerly been sold in considerable quantities were dispensed with; new lines were introduced.

### *Widespread Growth*

In 1879, to meet the changing conditions of demand and delivery, the first branch distributing warehouse was opened in the city of Toronto. Very shortly followed the need of a similar warehouse in Montreal, also. Then the West began to be a market to be reckoned with, and branches were established in succession in Winnipeg and Vancouver. The Maritime Provinces were invaded in 1900, with a warehouse in St. John, N.B., and later other branches were established at Hamilton, Calgary, Edmonton and Saskatoon.

About 1890 the attention of the management began to be directed toward exports; and the efforts made to meet the needs of the export markets resulted in a very considerable trade being developed in Great Britain, in Australia, New Zealand, and South Africa. This trade was largely in electric stoves which, owing to the exceptional development in hydro-electric current in Canada and in Ontario particularly, came into general use here much sooner, even, than in the United States.

### *Influence of W. M. Gartshore*

William Moir Gartshore associated himself with the McClary Company in 1876. In later

years, upon the virtual retirement of its president, John McClary, he became the General Manager; and upon the death of the latter was elected to succeed him as President of the Company. For more than fifty years, therefore, his was an active and powerful influence in moulding the destinies of this great enterprise, and in bringing prosperity and happiness into the lives of its many workers.

At the time he joined the Company it was just budding into national importance. At that time there were about one hundred hands employed. All knew each other, and called each other by their first names in familiar friendliness.

From the very first there began to make itself felt that keen and kindly interest in human beings and their health and well-being which is his outstanding characteristic.

As the institution became great, and the number of its employees grew into the thousands, that first, comradely intimacy was, of necessity, lost. In order to replace this so far as possible, and to be assured that, in any event, no one of those employees should ever suffer injustice, hardship or lack of sympathy in trouble, he inaugurated successively two great welfare organizations within the personnel of the Company, both of which enjoyed the very real success of widespread usefulness and appreciation. These were The McClary Employees' Benefit Association, and the Welfare Department.

## THE MCCLARY INDUSTRY

But two other forces there were, even beyond these well-defined organizations, which Colonel Gartshore's influence, together with the ready assent and co-operation of John McClary himself, created. These were the intangible forces of Content, and Good-fellowship. And if any reader assumes, casually, that it is an easy or haphazard thing to foster and maintain these in a manufacturing plant engaging perhaps three thousand workmen, let him think again!

To that thing which we call Content, the principal contributing conditions were, we believe, the general prosperity of the business, maintained only by careful and unremitting foresight; the wise adjustment of each man to the place he was best fitted to fill; and, following that, the still wiser thing of, having once placed the man and given him his responsibility, giving to him all reasonable freedom in the exercise of his own judgment in the discharge of his duties. In these directions, Colonel Gartshore's genius for being interested in people gave him a special talent; and many of the very many successful executives that McClary's developed are glad to attribute no small part of that success to his wise handling of them during their formative years.

To the all-pervading friendliness which continued to be an unique and delightful factor throughout McClary's, all its years, the contributing influence was Colonel Gartshore's



own unmistakably sincere friendliness and pleasure in a reciprocal goodwill among his men. Nothing that might prove conducive to their pleasure, or a community of interest, was ever discouraged. So we find, during the years, an outstandingly successful McClary's Rifle Association, in which that able lieutenant among the Company's officers, J. K. H. Pope, for many years Secretary of the Company, was a particularly active patron; a fine McClary Baseball Club; Hockey Clubs; Lacrosse teams; Basket-ball teams; Glee Clubs and Choral Societies and other groups of entertainers, these latter not only giving concerts to audiences of their fellow-workmen, but going outside as well to institutions for the care of shut-ins, and even giving public performances that were well attended. We read in old annals of this shop having an oyster supper, and that one giving a dance or a card party or a smoker, and of still another entertaining the children of some home for orphans to a hallowe'en party. These are only a handful, taken at random, from the long, long lists of social activities that were continuous and general.

During the years of the World War there were even McClary gardens, these being planted on vacant land secured for the purpose by the Company and cultivated by employees who volunteered to do this as their bit in food conservation toward the winning by the Allies of that titanic struggle.

## THE MCCLARY INDUSTRY

### *The Benefit Association*

This organization, which was one of the very first of the welfare institutions inaugurated on this continent, before the word "welfare" had come into fashionable use in this connection, was started by Colonel Gartshore in the year 1882. Under his watchful guidance it operated successfully for over forty years, or, in other words, so long as the McClary concern retained its individuality.

This Association was one of voluntary membership. Each member paid into it a very small weekly fee, in return for which, in event of accident or illness, he received free medical attendance and a weekly benefit. For many years, the Association employed two medical doctors. Although, as has been stated, the membership was voluntary, when the purpose and genuineness of the project became understood, the employees, almost to a man, gladly joined it, and its benefits became generally and gratefully accepted.

One of the outgrowths of this was the annual McClary picnic, which became, not to McClary employees alone, but to Londoners generally, an institution. Once a year, some time during the month of July, every shop and office would close down for a full day; special trains would be chartered; and upon these, thousands of McClary employees, their families and friends, would repair to Port Stanley, on Lake Erie, there to spend the day

in picnic feasting and enjoyment of the sports and entertainments, of which there was always an impressive programme.

### *The Welfare Department*

In the early years of the twentieth century it was felt that the excellent work being done by the Benefit Association, an organization supported and governed exclusively by the employees themselves, might well be supplemented by a sister organization formed and supported by the Company. Thus the Welfare Department was organized. This was the first of its kind in Canada, and became an example which many representatives of other industries came to study and take pattern by.

In the taking of this step, also, Colonel Gartshore was the leading spirit. And nothing ever gave his kindly heart more pleasure than to learn, once its sphere of duties became defined, and it settled into the stride of its usefulness, of the assistance and encouragement this organization was giving to McClary employees and their families.

The chief executive of the Welfare Department was the trained nurse employed by the Company for that purpose. Here again Colonel Gartshore's judgment proved exceptionally sound, and the women he chose for this position proved to be ones having a broader, finer sense of its requirements than those embraced by the scope of even their

## THE MCCLARY INDUSTRY

noble profession. They became healers of the spirit, as much as of the bodies, of those who needed their ministrations.

Miss Frances Rankin was the first of these; and following her retirement from ill health, which later brought about her death, she was succeeded by Miss Agnes Malloch, who continues to hold a similar position in that Company which has now succeeded the McClary Company. These may both be described as profound humanists, great-hearted women to whom every individual was a brother or a sister, to be gently rebuked or boldly encouraged, it might be, but always, along with this, to be helped in whatever way was possible. Each of them has been well described as a successful "liaison officer" between the management of the Company and each individual worker for it—a position calling at times for all that a woman might have of tact and courage coupled with infinite patience and energy.

The Welfare Department, as has been stated, was supported by the Company; yet the plan was that at its monthly conference, every department of both plants (Wares Factories and Foundry) should be represented and take part freely in the consultations held as to the best means of bettering conditions as they appeared at the time.

As a result of the work of the Welfare Department, clean and pleasant dining-rooms were set aside, one in each of the two main

plants, for the men, and one for the women of whom there were a number employed in the Down-town, or Wares plant. Connected with these were up-to-date kitchens where regularly employed chefs prepared the hot dinner which was cooked daily and dispensed to the employees who so desired at actual cost or, as later proved in many instances, at less than actual cost. A pleasant feature of these dining-rooms was the noon-hour concert that they made possible once a week, or oftener. Sometimes these were given by groups of the employees themselves, and at others by outside talent or organizations such as the Y. M. C. A., who gladly gave their services.

Another improvement inaugurated by the Welfare Department was an emergency hospital in each plant, fully equipped, where the staff nurse was in attendance during certain hours, being engaged at other times in visiting the sick and giving professional advice and assistance in the homes.

Lending libraries were established, too, as a part of its service. There was a fund covering temporary loans to families in which there was illness, or other financial strain. Sometimes, too, supplies were purchased such as, once, potatoes, when the crop was virtually a failure in Ontario, these being brought in by the carload from New Brunswick and retailed to McClary employees at cost.

Another very excellent plan introduced

## THE MCCLARY INDUSTRY

through Welfare was the Savings Department. By this, employees deposited with the Company whatever they elected to save from their weekly wages, such savings being held out from their pay envelopes so that they were relieved of the necessity of going to a bank where the hours were usually not convenient to workmen. These sums were credited to the depositors exactly as if placed in a bank, and interest on them was paid by the Company at the rate of 5% per annum. The savings were withdrawable, however, except in case of emergency, only during December of each year; and, if desired, could be left on deposit from year to year.

At first this scheme was looked upon with a certain amount of suspicion. Some felt that it might be used by the Company as a basis for making reductions in wages. As time went on and experience laid this doubt; as the plan proved itself in the convenience of depositing savings, and in its discouragement of light frequent and needless withdrawals, it was patronized more and more, and for many years was a means to many McClary men of accumulating savings that otherwise would never have been made. In one year, \$70,000.00 was so deposited with the Company.

The last step in Welfare work planned by Colonel Gartshore was that of some adequate scheme by which aged employees could be given a pension upon their retirement. Among

its employees the Company numbered many who had been with it for periods of twenty and thirty years; a few who had been with it forty-odd years; and at least one who had worked there continuously for fifty-seven years. It was out of a profound loyalty to these gallant old retainers, to whom McClary's was a second home, that Colonel Gartshore sought to found a pension scheme. This, however, was never completed. The surplus of funds necessary to be built up in order that it might carry on was so large that years of conservation must first go into the establishing of that initial capital. Before this period of preparation had elapsed, other conditions arose which made imperative the sale of the business.

### *The House Publication*

One other department of a distinctive character there was in McClary's which owed its origin and continued existence to Colonel Gartshore's initiative and Mr. McClary's generous approval. This was the Company's house publication, "McClary's Wireless".

The first edition of this organ was that of April, 1909, which (as were also the three succeeding numbers) was edited by Austin Addison Briggs, at that time Advertising Manager. Beginning with the issue of August, 1909, and continuously for thirteen years following, this publication was edited

## THE MCCLARY INDUSTRY

by Margaret Wade who now, several years later, has been privileged to edit these present papers.

“McClary’s Wireless” was in effect a small, monthly magazine, published by The McClary Manufacturing Company, and distributed, without any subscription or other fee, to the Company’s dealers, its employees, and two or three hundred of the Company’s friends and associates in similar or allied lines of business.

It began with a circulation of something under five thousand copies. Being the type of publication it was, circulation could not be solicited; and names were added to its mailing lists only upon request, either from one of the Company’s travelling representatives or agents, or from some chance reader of one copy who wished to become a regular recipient. Naturally the increase in circulation was slow; and yet in the year 1922 (the second to the last of its survival and the latest of which this writer has knowledge) more than nine thousand copies of this little booklet were distributed monthly. It was a quite ordinary thing to receive a communication from some entire stranger asking to be put on the mailing list, stating that he was willing to pay any subscription fee—“in reason” he sometimes added. The only subscription fee ever accepted was that of the request itself.

While, at Colonel Gartshore’s discretion, it



L E A V E S   *f r o m*   a   L I F E T I M E

was always kept distinctly separate from either, this publication was very closely affiliated both with the Company's Advertising Department and its Welfare Department. It invariably carried display and educational copy from the one, and news items and messages to the employees from the other, in addition to the editorial matter of a varied and general character by which it aimed to make itself broadly attractive and entertaining.

Heads of departments, shop superintendents, individual employees with a gift of their own of writing, correspondents here and there either in the Company's distant offices or in the shops of dealers, all proved most generous in their ready helpfulness to this periodical, so that there was even, sometimes, an embarrassment of riches in the matter of its editorial content. Upon the other hand, the Company's management gave to it a measure of support, both moral and financial, without which it never could have enjoyed the favor accorded it.

Perhaps the measure of its success may be summed up briefly as follows: That there is still in existence a precious file of unsolicited letters written to the Company about it in which the tribute most commonly paid, perhaps, is the one, "I read it, every month, from cover to cover"; that after some years of continuous publication it was accorded the distinction of a place on the programme of

## THE MCCLARY INDUSTRY

one of the annual conventions of the Direct Mail Advertisers' Association; and that even to-day the officers of the erstwhile McClary Company refer to it as one of the most successful pieces of advertising the Company ever put out.

All of this did not come about, of course, without effort, mental stress, and the occasional minor catastrophe. Anyone who has ever dealt in the written word and the business of having it printed, knows this. The day it came off the press was always one of nervous strain. The editor never knew what was going to happen, but was pretty sure that something would—that somebody would presently be barging in, irate over the fact that Evangeline wasn't the bride, but the bride's sister, who wasn't even present; or that the score wasn't seventeen to sixteen, as quoted, but seventeen to fifteen—a whale of a difference; or—most emphatically this—that the name Hill should not be spelled with an "e". A ready sense of justice compelled us to agree with them.

Never shall we forget those two days on which we were threatened with the law—once for having reproduced what we had failed to recognize as a copyrighted photograph; and once for publishing an amusing but highly unflattering poem about a certain railway, since defunct. This railway had won the questionable renown of having the very bumpiest roadbed in Canada; on this theme,

it was the butt of jest and jibe in the public press from the Atlantic to the Pacific. But once, the editorial vigilance having relaxed in a brief aberration, "Wireless" was so unlucky as to reprint one of the funniest of these, an item which had been sent in by one of our correspondents. And this was quite a different matter. "Wireless" wasn't the public press. It was private; and as such it was open to suit for libel. The President of the Company, himself, John McClary, rescued us from this peril with a tactful and placating letter to the protesting Vice-President of the maligned road. And it is only one small indication of the fine and tolerant gentleman he was that not by so much as a word, not by one reproving frown, did he add to the editor's grief and humiliation on this score.

"McClary's Wireless" was primarily a message of friendliness from the management of the Company to dealers, employees, business associates and friends. And to that modest degree to which it was successful in reflecting their goodwill, and in particular the spirit of Colonel Gartshore, it shared in the general success that was McClary's and the high regard in which they were held by all who came in contact with that institution.

### *A Personal Tribute*

It is Colonel Gartshore's wish that in these pages there should be recorded his personal

## THE MCCLARY INDUSTRY

word of tribute to the splendid spirit existing throughout the entire institution—management, staff, and customers—during all the years of his connection with it. These are his own words:

“Mr. McClary had the unique experience of being the controlling spirit in this business for a period extending over seventy-five years, and I am glad to acknowledge his advice and co-operation in the various changes made during the latter fifty of those years, during which time I was connected with the industry.

“I wish also to refer to the spirit of loyalty of the many thousands of customers throughout the country, where the name ‘McClary’ was a household word. Many of these customers became personal friends; and, in disposing of the business, one of our greatest regrets was that of severing the connection with them. We had the extraordinary experience of having done business with one family through four generations and I could name several others of three generations. This, I think, demonstrates the satisfaction given by the Company to its customers in general.

“I wish also to state, most emphatically, that the success of the Company was very largely due to the splendid spirit of co-operation displayed, unfalteringly, by Branch managers and the office and shop staffs. All of these helped in every way possible, on all occasions, to build up the business and took an interest as of one great family.

L E A V E S   *f r o m*   a   L I F E T I M E

“It was with the greatest reluctance, and only when Father Time made it imperative, that we disposed of the business; my fear being that thus we might be placing old and trusted employees at the mercy of changing policies and of those to whom was not possible the loyalty and profound sense of responsibility that had grown out of so long and delightful an intimacy.”



## CHAPTER VIII



## ADDRESSES AND LETTERS

### I

*Address of Colonel W. M. Gartshore, on the occasion of the opening of the Suite of Operating Rooms, Victoria Hospital, June 2nd, 1927.*



HE late Mrs. Sarah Jeffries provided in her Will that a portion of her estate, being composed of certain property to the value of about \$6000.00, be placed in the hands of Victoria Hospital Trust for sale, the proceeds therefrom to be devoted to the erection of an Operating Room in memory of her only son, the late Dr. Edwin Jeffries, who graduated from the Medical School of the University of Western Ontario as Gold Medallist of the Class of 1909, and who subsequently served as an interne in Victoria Hospital. It was his ambition to specialize in surgery and it was this ambition, which was frustrated by his early death, which prompted his Mother to make this bequest. Mrs. Jeffries did not realize that this sum, which represented more than half her estate, was not sufficient for the purpose intended, without additional funds. As these were not available, the idea



suggested itself of supplementing the amount with sufficient funds to provide a complete Operating Suite, one operating room of which might commemorate the name of Dr. Jeffries.

Messrs. Watt and Blackwell, Architects, were instructed to draw up the necessary plans and specifications and to take care of the reconstruction of the two top floors of the original hospital building to provide for a modern Operating Suite. The matter of detail was left in the hands of Dr. G. G. Clegg, Superintendent of Victoria Hospital, Dr. P. S. McKibben, Dean of the Medical School of the University of Western Ontario, and Miss Grace Fairley, Superintendent of Nurses, Victoria Hospital. These were given a free hand, and they will have to bear all responsibility of all errors and omissions, if any. But I think you will agree that a very satisfactory job has been made of it. We have here centralized under one service a department which, in the past, has been distributed over three sections of the hospital. I regret its present unfinished state, but owing to delay in receiving certain supplies, construction was not completed as early as anticipated; and further delay of this ceremony would have prevented our being honored by the presence of Dr. Primrose. It seemed so fitting that the opening of this Operating Suite should be coupled with the celebration of the anniversary of the birth of Lord Lister who made modern surgery possible, that it was decided to pro-

## ADDRESSES AND LETTERS

ceed with the Opening and trust to your good judgment to visualize the final product.

These Operating Rooms are but a part of the reconstruction work necessary at Victoria Hospital. We recently had a survey made at the Hospital by Dr. W. H. Walsh, Executive Secretary of the American Hospital Association, and Dr. M. T. MacEachern, Associate Director of the American College of Surgeons, outstanding authorities on Hospital construction. Looking forward to a program which would meet the requirements for the next twenty-five years, both as to the care of the sick and the instruction of the students of the Medical School of the University of Western Ontario and the Training School for Nurses of Victoria Hospital, a plan has been suggested to us that would require an annual expenditure of \$300,000.00 over a period of five years but which would make this institution one of the most modern in construction and equipment equal to any similar institution on this continent, both for scientific care of the sick and proper education of those whose duty it will be to care for the sick. I am not without hope that in the near future some benevolent person or persons will provide the necessary funds to carry out this proposed scheme, the beginning of which was originated by a loving Mother whose ambition to perpetuate the memory of her son in this institution made it possible to complete this unit, which, in itself, is up-to-date in

every respect and which should provide a proper surgical service for many years to come.

## II

*Address of Hadley Williams, M.D., F.R.C.S. (England) on the same occasion.*

To-day, devolves upon me the very pleasant duty of saying a few words in honor of a most distinguished citizen of our city and a most memorable event in the history of Victoria Hospital.

It is well within the memory of most of those present when hospitals (no matter how well built or how costly) were hotbeds of disease, and nearly all classes of society shunned them as they would the plague. Thanks, first to the genius of Lister and later to the great army of Medical and laymen in all countries, this terrible indictment has been swept away, we trust forever.

Not only has Victoria Hospital itself been much enlarged in recent years, but many magnificent buildings have been erected around it—the Institute of Public Health which has done such splendid work in London; the Medical School, which stands to-day one of the most vigorous and progressive on the continent, whose graduates, known far and wide hold, perhaps, more notable positions of responsibility and trust, in proportion to their number, than the Alumni of any other like institution in America; the new Memorial Hospital for Sick Children, which

## ADDRESSES AND LETTERS

Sir Robert Jones of Liverpool praised so highly during his visit three years ago, and last, but not least, the Nurses' Home, so long needed, and allow me to say, so richly deserved.

It is well, perhaps, at this time, to remember the excellent surgeons and physicians of the past (now gone to their just rewards) who worked and toiled here with nothing but their own diagnostic instincts, unaided by the microscope, the X-ray or the advantages of the scientific laboratory. Their work for the poor and the suffering of this city, always and ever without the slightest remuneration (thought quite contrary to a wide-spread belief among the public), will ever be a shining example to guide the younger generation of medicine through the difficult and tortuous paths of the future. Neither can we forget that ever-increasing and splendid army of nurses which has passed beyond the portals of this building, and without whom the care and treatment of the sick would be but a jest. To carry on this work and this training, Victoria Hospital is blessed, beyond doubt, with a nursing staff equal to every emergency thrown upon it.

The evolution of the modern hospital affords one of the most marvellous evidences of the advance of scientific and humanitarian principles which the world has ever seen. Our Trustees are quite alive to this rapid transition, and few of us realize the worry they

often endure in the face of adverse criticism so frequently bestowed upon them. This shows how sickness and sorrow engage the time and the energy of the layman as well as those of our own profession. Such altruism, such humanity are shown to-day, in an eloquent degree, in this magnificent addition to the surgical wards which Colonel Gartshore has so generously given to Victoria Hospital, a suite of operating rooms which places London in the very vanguard of surgical science on this continent.

In much of this work Colonel Gartshore has been the moving and guiding spirit. Like the wise artist who goes to the most famous galleries of the world to study the great masters of the past so he has visited many an institution in all parts of the world to gain that experience which has made him such a valuable trustee of the Hospital. The Medical men of London, realizing this, have gratefully erected this tablet as a memorial, not only to his genial personality and sterling character, but for the tremendous influence he has exerted for the improvement of hospital conditions not only in London but throughout the Province of Ontario. That he has found time to do so much, and so well, recalls a line in the Latin Delectus of our college days "Caesar audire, et legere et scribere simul solebat".

We all know there is a limit to the purchasing power of money; there is no limit to

## ADDRESSES AND LETTERS

the value of love of humanity which transcends the most magnificent gifts that the princes of wealth can bestow.

It is the combination of these two which has inspired the gift we are celebrating today, the gift of our distinguished friend and citizen Colonel Gartshore, revered and beloved by us all, whose untiring zeal can never be overestimated; whose memory will never fade from our hearts; whose generous solicitude for sorrow and suffering stamps him as "One who loves his fellow man".

### III

*Letter of Resignation, W. M. Gartshore to The McClary Welfare Association, November 1st, 1927.*

London, November 1st, 1927

The McClary Welfare Association,  
London, Ontario.

Ladies and gentlemen,—

I fully intended to attend the final meeting, before absorption into the Merger, of the Welfare Society, and to make "my little speech" at the close of the meeting as has been my custom, but I now realise how impossible it would be; my shattered nerves would not permit it.

Naturally I have looked upon the Welfare Department as "my baby". It has been the means of bringing the whole "family" together into one harmonious "bunch". It was the place we could all meet on the same level and discuss our mutual problems.

L E A V E S   *f r o m*   a   L I F E T I M E

The Child has now grown to maturity, and I hope will continue to function as in the past.

I cannot tell you what it means to me to sever, officially, an association which has extended over a period of over half a century.

I have ever received the most sympathetic co-operation from you all, and although fully conscious of my many short-comings, I can say truly that I tried to fill my responsible position with fairness and justice to everyone.

I wish to thank those who were responsible for the Golden Wedding Present and its accompanying Address, so highly appreciated by Mrs. Gartshore and myself. We part officially, but continue as friends.

(*Sgd.*) WM. M. GARTSHORE,  
President.

IV

*Letter of Acceptance of Resignation, Committee of the McClary Welfare Association to Col. W. M. Gartshore, November 11, 1927.*

London, November 11, 1927

Col. W. M. Gartshore,

Sir:—

The Welfare Association Committee has received with profound regret your letter of resignation, dated 1st November.

Under the circumstances which have arisen, the Committee realise that the official severance of present relationships was inevitable. At the same time, now that the break has

## ADDRESSES AND LETTERS

come, the members cannot yet adequately grasp the significance of the loss that will be sustained by the Association, nor the full extent of the distress that you must feel at this time.

None of us can go as far back as yourself, but many have followed through the gradual growth of the work under the inspiration of your leadership, and have from time to time received wonderful evidence of the effectiveness of the Association in relieving distress and creating goodwill amongst the employees of the Company.

To have created such an organization and remained at the directing helm for so many years, is a wonderful example of unselfish effort, that is deeply appreciated by the past and present members of the Welfare.

The Committee feel truly that no Association has ever been so fortunate in receiving such sympathetic leadership as yours for so long a time and so freely given year after year. And we are sure that no Association will ever feel the loss of such a leadership, so keenly as ours. On your part too, the Committee, knowing your sentiments so well, can readily realise how keenly you will feel the necessity of official severance of relations with us.

We would like to assure you, Sir, that the wonderful inspiration of your leadership will remain with us, as a stimulus to uphold the splendid record of your administration, and will encourage us to carry on with sustained interest and enthusiasm, now and in the years to come.



L E A V E S    *f r o m*    a    L I F E T I M E

The Committee also expresses the sincere hope, that while our Association will suffer this irreparable loss, other Organizations with Welfare ideals and practices will receive the benefit of your kindly spirit and energies, and that you will have many years of continued good health, in which to carry on the beneficial efforts that have made up such a large portion of your life work.

On behalf of the Committee,

(*Sgd.*) F. J. DELANEY,  
GEO. E. MOLL,  
GEO. W. TALL,  
J. S. LINDSAY.

V

*Letter of Appreciation, John J. Foot, to Colonel W. M. Gartshore, November 21st, 1927.*

Toronto, Nov. 21, 1927

Colonel W. M. Gartshore,  
c/o McClary Mfg. Co.,  
London, Ont.

Dear Colonel Gartshore,—

The past few weeks have been so filled with events and work with the new organization, that one is apt to forget the great changes made in the various parent organizations.

Most important to any McClaryites are the changes which I understand leave us without your guidance and personal direct interest in the welfare of both employees and their

## ADDRESSES AND LETTERS

families, although I know the kindest interest you have taken in the big McClary family will continue as long as you are spared to enjoy your good health and vigor and which we all hope may be for many, many years to come.

I have missed your letters during the past few weeks and will miss them more and more, unless I may be privileged to write occasionally and perhaps seek advice.

To you I personally owe an unpayable debt of gratitude for your interest and help during my life as boy, youth and in manhood, and I shall always be indebted to you for what you have done for me.

It will seem a different McClary's without you, but we must "carry on" as you taught us.

May your example of a noble, self-sacrificing and benevolent life, be ever our watchword and motto of our future.

I hear you are feeling and looking well following the mental strain during negotiations and hope your busy future life will be filled with pleasant duties, and of as great benefit to others as it was to your big McClary family.

Mrs. Foot and the writer extend to Mrs. Gartshore and yourself our very best wishes for a long future and happy life.

Yours very truly,

(Sgd.) JOHN J. FOOT.