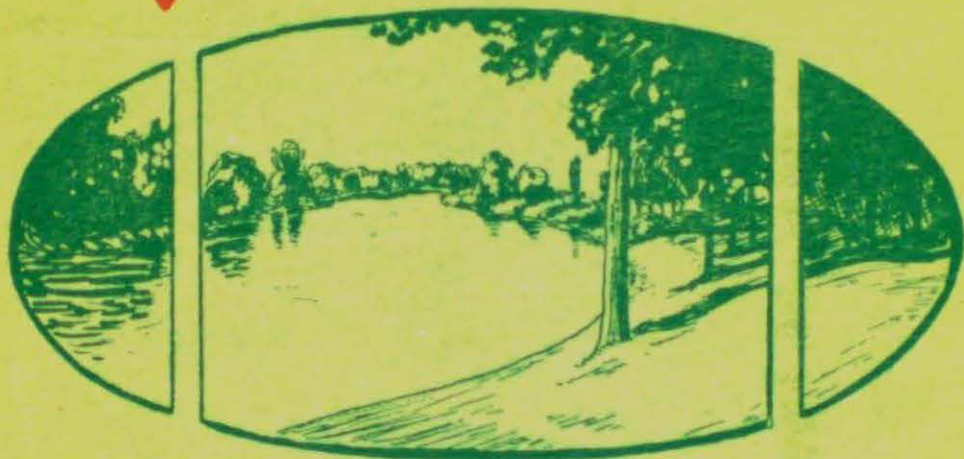


**OLD BOYS'  
REUNION.**



**OFFICIAL  
'PROGRAMME**

**· CHATHAM · ONT ·  
· JUNE 29 ~ JULY 5 ·  
· 1924 ·**

971-333  
off  
desk

CHATHAM PUBLIC LIBRARY REFERENCE

# CHATHAM, ONTARIO CANADA

## OFFICIAL PROGRAMME OF THE OLD BOYS' and GIRLS' RE-UNION

Held in Chatham, June 29 to July 5  
1924

**CHATHAM PUBLIC LIBRARY**

COMPILED BY  
VICTOR LAURISTON

PRINTED UNDER THE AUTHORITY OF THE OLD BOYS' RE-UNION COMMITTEE

c-2  
GIFT

# Welcome

## OLD GIRLS and BOYS

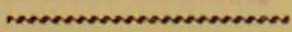
*Come on in and see us. We're right here with the welcome sign outside the store and a great big hearty hand shake inside.*



Let's help you have a good time, that is, if you need any help.

Just the First Hardware Past the Market. That's Us.

Wanless Hardware Limited



# Wanless Hardware Limited

TWO PHONES, 65 and 66.

Sheet Metal Work.  
Sanitary Plumbing.  
Warm Air Heating.

Hardware of Every Kind.  
House Furnishings.  
Paints, Oils and Varnishes.  
Stoves.

Hot Water Heating.  
Gas Fittings.  
Repairs of Every Kind.

## “WELCOME HOME”

---

**W**E who have stayed with the old home town through the years extend hearty greetings and a cordial welcome to those Old Boys and Old Girls of Chatham who have at one time and another fared forth into the world.

You have done us credit, we know. Some of you have done us infinite credit. You have seen varied lands, far climes, great cities—

But, after all, have you seen any place that at its best looks quite as good to you as Chatham looks on this occasion of your homecoming.

However far we travel, however much we achieve, there is a charm at all times in straying over old trails, meeting old associates, and renewing old comradeships.

We welcome you today to the city that was, once your home town, and that we suspect, in your heart of hearts, is still your home town. You, in your own day, helped to make Chatham what it is; and we have carried on since then the task you relinquished, of making this a community creditable to you and to ourselves.

Chatham looks better to us today than it ever did. Yes, and it looks better to you—admit it, now!

There are times when the bravest of us experience a bit of pessimism as to the present and doubt as to the future. But a glance into the past is reassuring.

In this Souvenir of the Old Boys' Reunion of 1924, we give you some glimpse of what Chatham was, and what Chatham is. The contrast is such as to fill the most tragic doubter with courage.

Whatever general conditions may have been, Chatham, through the years, has marched steadily forward to better things. There may have been individual doubts and despondencies, but as a community we have taken no backward step. And through the coming years our city will still go forward.

We face the future today with renewed confidence in ourselves and in our community. We have here the most liveable city in all Canada, and what is more, we have a city that cannot help but grow and prosper.

Whenever you come back again—be it one year hence, or ten years, or twenty years—you will find the old town, not the same as you left it, but always a bigger and a better city. But you will find in the old home town, grown greater and better, the same spirit of cordial welcome and of gladness at the sight of you that you find today.

Again: Welcome Home!

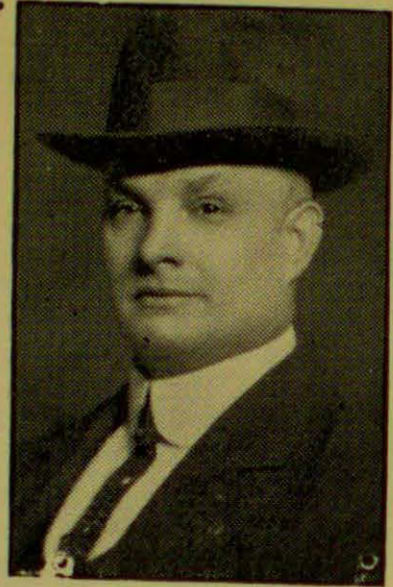
Just suppose you have a House, or Land, or anything  
to sell,

A visit to Jack Morrison will pay;  
Cottages or Mansions, Plots and Farms as well,  
Kindly call upon him right away.

Many people, too, they something want to buy,  
Or what they have, they may want to insure,  
Ring up thirty-eight, and Morrison employ.  
Rely you can, he'd do his best, that's sure.  
It's two fifty seven on King street west, the office can be found,  
Square, fair dealing, all his clients claim,  
One and all admit he gives you fair play all round,  
No doubt if you will try, you'll say the same.

**Jack Morrison**

REAL ESTATE  
FIRE INSURANCE  
257 KING STREET WEST.



PHONES: OFFICE 38;  
RESIDENCE 1204W.

OUR FURNITURE STORE

**COLTART & SON**

Furniture, Rugs,

Linoleums

---

OVER 60 YEARS IN FURNITURE

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26 KING STREET

CHATHAM,

- - -  
ONTARIO

# Old Boys' Re-union

Chatham, Ont., June 29th, to July 5th, 1924

Hon. President, Senator A. B. McCoig; President, Ed. Wanless; Vice-President, G. W. Sulman; General Secretary, Geo. W. Wands; Secretary, Capt. H. L. Mitchell; Treasurer, Jas. Simon.

## COMMITTEES

### RECEPTION COMMITTEE —

Geo. W. Sulman, Chairman.  
Senator A. B. McCoig, S. Stephenson, Judge Stanworth, A. C. Woodward, Rev. Canon Perkins, Rev. Dr. Crews, Rev. Mr. Calder, Rev. Mr. Jones, Rev. Mr. Sloat, Rev. (Capt.) D. H. Marshall, Rev. A. S. Orton, Rev. Fr. Gnam, Rev. Fr. Dignau, Adjt. Woolcott, Capt. A. Woodley, Ivan Pritchard, Mayor C. D. Sulman, W. J. Taylor, R. W. Angus, Dr. T. K. Holmes, W. Scane, Capt. F. B. Stevens, Chas. Austin, W. J. Easton, W. W. Turner, Jos. Hadley, Robt. Gray, Jno. Waddell, W. H. Taylor, W. R. Landon, Chas. Houson, H. E. Foex, H. Stokes, W. Watts, E. W. Jarvis, C. D. Lyons, J. E. Oldershaw, G. Oldershaw, F. Collins, H. Hor-

stead, J. W. Humphrey, H. Collins, S. Lamont, A. E. Pilkey, G. A. Witherspoon, Archie Park, Dr. C. Higley, Dr. A. A. Hicks, J. G. Kerr, W. G. Richards, W. G. Merritt, Wm. Benson, Chief Thos. Groves, J. C. Wanless, Sam. Glenn, Jno. Pleasance, Neil Smith, Jas. Gray, Ed. Jordan, Robt. Martin, Wm. Stone, A. C. Trudell, Dr. McRitchie, Dr. Duncan, A. F. Falls, Jas. Inuis, Manson Campbell, Warren Lambert, Jno. Turner, F. Baxter, Geo. Cowan, H. G. Hodges, J. L. Campbell, A. H. VonGunten, D. McLachlan, Wm. McKeough, Dr. G. T. McKeough, D. Rispin, Chris. Smith, Nelson Stringer, H. Andrew, Jno. McCorvie, Wm. Anderson, Bert Malcolmson, Geo. Willard, Dr. J. W. Rutherford,

Dr. C. B. Oliver, A. Sheldrick, T. Walter Poile, C. E. Clements, Jas. Soutar, W. J. Twohey, D. S. Paterson, Col. McLaren, Feo. Reid, Andrew Pike, Dr. Northwood, Henry Smythe, Dr. F. Hall, W. A. Coltart, D. H. Douglas, J. A. Ross, Jas. Simon, Nathaniel Murray, Rev. J. C. Richards, Chas. M. Cooper, David Lee, N. H. Judah, Wm. Needham, John Liddy, Edward Reardon, C. F. Cherry, George Griffin, Robert Day, Capt. H. E. Crow and Rev. W. F. Seay.

### LADIES.

Mrs. R. V. Bray, Chairman. Committee to be composed of the officers of every ladies' organization in the city, excepting fraternal and denominational societies.

### FINANCE COMMITTEE:

Jas. Simon, Chairman.  
S. B. Arnold, W. H. Westman, Jas. Byrne, P. S. Coate and Samuel Dunn.

### ATTRACTION COMMITTEE:

Geo. Kerr, Chairman.  
A. A. McLeish, Geo. McCubbin, Chief Pritchard, Mr. Bruce, F. W. James and Chester Glenn.

### MILITARY COMMITTEE:

Lieut. Col. P. K. Morley, Chairman.  
Capt. D. E. Douglas, Ald. Wm. Murdock, Jas. Patterson, Major D. Foubister, and Major G. Thompson.  
Major E. Ansell and R. S. M. Sucee.

### DECORATION COMMITTEE:

Chief Pritchard, Chairman.  
J. G. Jackson, F. Buesnell, Howard Taylor, M. Mindorf, Jas. McGuire, Archie Sterling, F. Hayes, F. Deloge, R. H. Jones, J. Dyer, W. Potter, F. Newkirk, Joe. Ivison, Walter Peck, W. A. Hammond, Wm. Foreman, Herb. Stevenson, Chas. Austin, Spencer Stone, Archie Skirving, Jack Morrison and Mr. Heller.

### SPORTS COMMITTEE:

E. C. Brisco, Chairman.  
L. Hyatt, Col. H. D. Smith, W. J. Hayden, Jack Mead, Sid Carder and Jas. Martin.

### RACES COMMITTEE:

C. H. R. Fuller, Chairman.  
F. H. Brisco, C. Crummer, T. E. Cottler, Jas. Harrington, Chas. Dunn and Milo Smith.

### RAILWAY COMMITTEE:

Capt. H. L. Mitchell, Chairman.  
J. A. Ross, Major D. E. Rispin

### BADGES COMMITTEE:

Chas. Wright, Chairman.  
F. Buesnell, H. Stevenson, W. A. Dalee and Earl Claus.

### EVERYBODY REGISTER.

Every Old Boy and Old Girl attending the re-union must register at the office of the reunion committee at the armouries on Tecumseh Park. All we want is your name and address so we can tell all your friends that you are here. Members of the reception committee will be on duty all the time at the office.

Headquarters open 8.30 a. m. to 8.30 p. m., daily.

We welcome you, Old Boys and Old Girls.

Every effort has been made by the committee to facilitate the work of registration. It will only take a minute of your time.

### VALIDATING CHEAP RATE CERTIFICATES.

Old Boys and Old Girls can have their certificates endorsed when they register. All others attending the reunion can bring their certificates to the office at any time between June 30 and July 4 inclusive. All certificates must then be taken to the C. P. R. up-town ticket office, for validation by J. A. Ross, who has been appointed special agent by the Canadian Passenger Association. Here the 25 cent fee will be collected. The validated certificate will then entitle you to a half fare ticket home at any railway station, up to and including July 9.

### THE DALZIEL-LOTTRIDGE AMUSEMENT COMPANY OF SARNIA.

Tecumseh Park—Midway.

Shows every day and evening. The best of rides, games and shows. All first class attractions. Showing June 26 to July 5 inclusive.

# Howdy Old Boys and Girls

*Come in and Visit the Only Store of Its Kind in Canada*

Beautiful Indian Souvenirs that Will Remind You of Your Pleasant Visit to  
the Old Town for Years to Come.

## ◆◆◆◆◆◆◆◆ BEAUTY **SOUVENIRS** SERVICE ◆◆◆◆◆◆◆◆

### INDIAN SOUVENIRS OF ALL KINDS

Market Baskets, Fancy Work Baskets, Satchel Baskets, Clothes Hangers and Baskets, Flower Baskets, Covered Baskets, Fruit Baskets, Burnt Leather Goods, Tie Racks, Pipe Racks, Glove and Handkerchief Cases, Whisk Holders, Sofa Cushion Covers, Table Covers, Pennants, Photo Holders, Hat Bands, Napkin Rings, Tobacco Pouches.

### CANOES

Painted Canoes, Birch Bark Canoes, Bark Canoes for Porch Baskets, all these come in five sizes.

### FANCY PAINTED

Indian Canoes, Paddles, Axes, Daggers, War Clubs, Knives and Forks, Bows and Arrows, All Size Canes.

### WICKER WORK

Serving Trays, Flower Baskets

### INDIAN MOCCASINS

All sizes from Infants to Men's, Plain, Fur Lined, Fur Trimmed, make ideal gifts.

### FISHING AND TACKLE

Complete Line, Rods, Reels, Lines, Baits, Nets, Hooks, Sinkers, Spoons, Tackle Boxes.

Special Attention to Ladies. Come In, Look Goods Over

You are welcome to inspect goods whether you buy or not.

Articles too large to carry conveniently, we deliver or mail parcel post.

Quick, Courteous Service. Quality Goods at Low Prices.

# Harry L. Ryan

162 King Street.

Phone 256

# Programme

**SUNDAY, JUNE 29.**

**CHATHAM OLD BOYS AND GIRLS GO-TO-CHURCH DAY.**

11 a. m. and 7 p. m.

Prominent Old Boy Ministers will officiate. Special services and familiar music.

Everybody to take part and go to church.

**Sunday Afternoon—Tecumseh Park 3.00 p. m.**

The Salvation Army Band will render a band concert on the park, and the local Salvation Army corps will hold a special service. A large band, special music and addresses by well-known visiting officers.

**Sunday Evening.**

A band concert by the 1st Battalion Kent Regiment Band will be given in the armouries at 8.30 p. m., after church. A special service will also be held with addresses by prominent speakers. Good music, featuring some of Geoffrey O'Hara's famous compositions, good addresses and an opportunity to see all your old friends.

**MONDAY, JUNE 30.**

**General Reception and Get-Together Day.**

**GRAND WELCOME—BANDS AND RECEPTION.**

Reception committee will meet all incoming Old Boys and Visitors.

The best day for all Old Boys and Girls to register and have their certificates endorsed at reunion headquarters. Meet all your old pals at the office. Members of the reception committee on duty also all the time to give you the glad hand.

**In the Afternoon at the Athletic Grounds.**

Old Boys' Day; Address of welcome by Geo. W. Sulman, ex-M.P.P., chairman reception committee; Ed. Wanless, president of Old Boys' Committee, and His Worship Mayor C. D. (Ted) Sulman.

Lacrosse—2 p. m.—Old Boys vs. Present City Team.

Baseball, 3.30 p. m.—Old Boys, 1912, vs. Briscos (Chatham).

**In the Evening.**

At the Griffin Theatre, "Springtime", a musical comedy particularly fitting for our celebration, as the story of the play embraces a period of many years, past and present. A cast of over a hundred local young people will welcome the visitors to the theatre on this occasion. The leading roles are taken by local girls and boys of exceptional talent. Curtain, 8.00 o'clock.

**TUESDAY, JULY 1.**

**Dominion Day, Military Day, Odd Fellows' Day and Kent County Day.**

A mammoth reunion of returned soldiers, including the 1st and 33rd Battalions, C. E. F.

A big reunion of all the Odd Fellows of Western Ontario, including all the Cantons, Subordinates, Patrois Militant, Rebekahs and Encampment Branches. Addresses will be delivered by such prominent visiting officers as Grand Master Anderson of Lindsay, Ont., present Grand Master of the Grand Lodge of Ontario; Past Grand Master Bartram of London, and Past Grand Master Park of Toronto. An interesting sports program will also be run off.

The 18th Essex Regiment from Windsor with three bands.

A big excursion from the Border Cities under the auspices of the G. W. V. A., Windsor Branch.

A grand parade of all the Soldiers and Odd Fellows will be held at one o'clock, from the Curling Rink on William street north, proceeding up King street to Fourth street, to Queen street, to Park street, to William street and back to rink.

The parade will contain war relics, including captured German guns with their German crews manning them.

All returned soldiers must register at the armouries and secure their veteran badge, supplied by the Old Boys' Committee.

A Children's Matinee at the Griffin Theatre for Springtime, 2 p. m.

**Horse Races at the Fair Grounds in the Afternoon Under the Auspices of the Chatham Park Driving Association with \$1000 Purses Hung up.**

2.30 Pace, Purse \$400; 2.25 Trot, Purse \$400; 2.15 Pace, Purse \$400.

**At the Athletic Park.**

10 a. m.—Baseball, Windsor Beavers vs. Chatham Briscos.

2 p. m., Football—The Sons of Scotland Soccer Team from Windsor, will battle with an All-Star Team from the City of Chatham.

4 p. m., Baseball—The Briscos vs. Windsor Beavers.

Tennis, W. O. T. L.—Leamington vs. Chatham, at 4 p. m., Chatham Golf and Tennis Club.

**In the Evening.**

At the Athletic Park—The Essex Regiment from Windsor will give an exhibition of "Trooping the Colors", followed by a sham battle and a tattoo with massed bands, at 7.30. Parade with five bands at 7 o'clock from Rink.

At the Griffin Theatre—Springtime, a musical comedy by local talent, 8 p. m.

In the Armouries—A grand military ball, informal, under the auspices of the Kent Regiment and the Daughters of the Empire, 24th Chapter.

(Continued on Page 92).





Sarvice

---

Limited

---

Anthracite *and* Bituminous  
Coal and Coke

---

Builders' and Farmers'  
Supplies

King and Adelaide Streets.

Phones 1820, 1821

## What King Street Looked Like Just Before Confederation

**O**F the returning old boys in 1924 few if any will remember just what King street looked like in the years immediately preceding Confederation. A record has, however, been left by the late J. R. Gemmill, for many years sheriff of Kent, who first came to Chatham about 1864.

Chatham then, with 5000 population, was in appearance anything but metropolitan; but it was the commercial centre of Kent county, and, especially while the American Civil War was still in progress, King street was often crowded day and night with farmers' teams, bringing in grain and animals for sale and shipment.

Even the old-time cedar block pavement was not then in existence. The business section of King street was just plain mud; and often very deep and sticky mud, at that.

It is interesting to detail this business section as it then was. On the north side, from William street to the present Griffin theatre, was entirely vacant. From that point to Fifth street the buildings were all cheap frame structures, some two but mostly one-storey, with two exceptions: the "New York House", now Malcolmson's store, then conducted by A. Gordon Mess, and John Smith's harness shop, surmounted by the sign of the white horse. Where the Bank of Montreal (the old Merchants' bank) now stands, was a garden plot, with the Eberts' family residence on the bank of the river.

Beyond Fifth street, the Eberts block towered up as it does now, the most imposing structure in Chatham. Beyond this came a row of small stores, principally frame structures, with wide gaps between them. Some of the merchants were Jas. Rice, John Alexander, Thos. McCrossan and John Rice. Further on was the Beatty block, then occupied by A. G. Gordon and Jas. Baxter, the latter afterwards a famous Montreal broker. Soutar's implement warehouse, with the Rankin warehouse in the rear, occupied the Fourth street corner.

Further west, the buildings on the north side of King street were small and inconspicuous.

The south side of King street was, even then, the busy side. At the William street corner stood the original Baptist church, then unoccupied and dilapidated, but shortly afterward repaired under the pastorate of that energetic young controversialist, Rev. John L. Campbell.

Between the Baptist church and the market was a row of wooden shops, many of them ten or twelve feet back from the street line. The only brick buildings were the "Dublin House" grocery conducted by Wm. Northwood, and R. O. Smith's furniture store. On the corner just east of the market, Wm. Richards conducted the Kent Bakery in a frame building, which survived till about ten or twelve years ago.

The old town hall—the present market front—occupied the front of the square. The block beyond this was the famous "Pork Row". The corner, where the Austin store now stands, was then occupied by "Joe" Green's restaurant; and between this and Sixth street was a line of one-storey frame shops. Most of these were devoted to the sale of meats and provisions, whence the name "Pork Row". There were, however, two exceptions—John N. McDonald's shoe store, and the Lamont dry goods store, the latter where Sulman's now stands.

On the present Hotel Garner corner stood a two-storey grocery store, with upstairs offices. Then came Stephen McCrae's "Old

(Continued on Page 83).



Original Baptist Church at Corner of King and William Streets.

# THE BRISCO HOTEL



.....  
IN THE HEART OF  
THE CITY

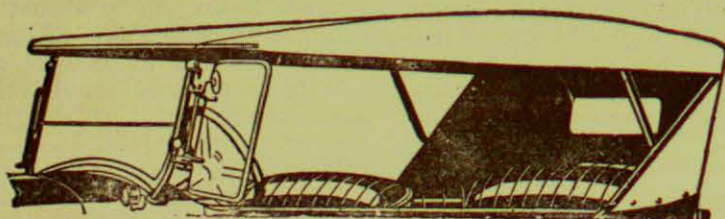
*EXCELLENT*  
DINING  
ROOM

.....

*AMERICAN AND EUROPEAN PLANS*

Running hot and cold water in each room—Pool Room.

**BEVERLEY BRISCO, Manager.**



## AUTO TOPS

To celebrate the occasion of the Old Boys' Reunion in Chatham, we have in stock an extra nice assortment of materials at **SPECIAL PRICES.**

We are the county's headquarters for New Tops, Cushions, Seat Covers, Tire Covers, Radiator Covers. We extend a cordial invitation to you to visit our shop.

## HOSKINS BROS.

Forsythe Street, One Block West of P. O.

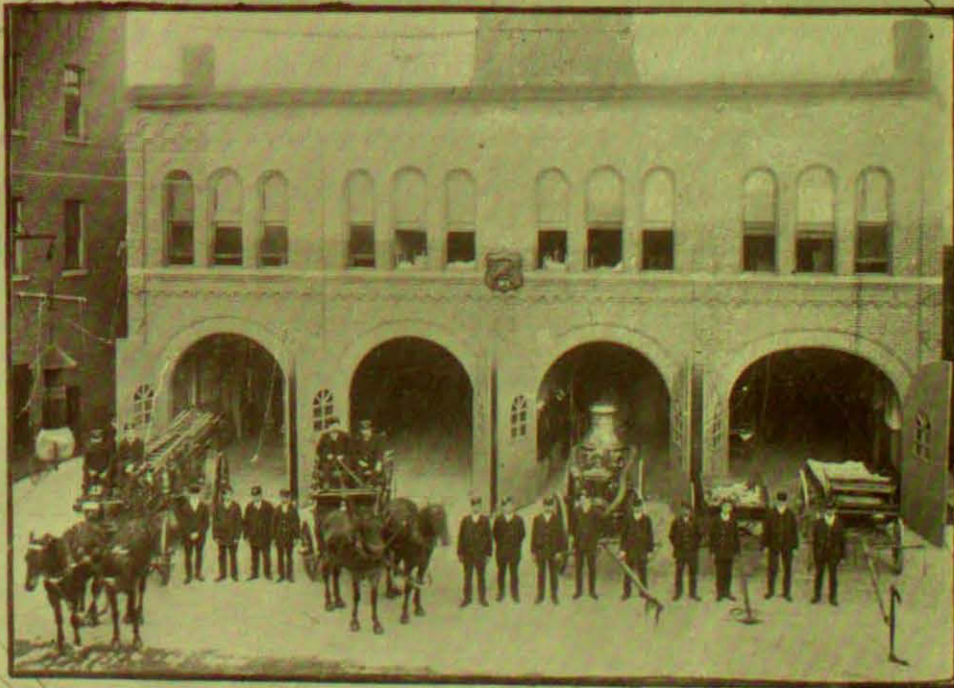
Chatham

## Something About Chatham's Early Fire-Fighting Forces

**W**HEN, under the Municipal Act of 1841, Chatham received a very limited municipal status, one of the first enterprises undertaken was the organization of a fire-fighting force. The hook and ladder company, formed at that time, seems to have enjoyed a reputation beyond the county; and that early tradition has been pretty continuously upheld by succeeding organizations along similar lines.

Fire-fighting in the early days was in the hands of volunteer organizations. The leading citizens vied with one another for offices in these organizations; they represented quite often an excellent stepping stone to municipal and social preferment.

With growing municipal powers, more extensive provisions for fire protection were made. On Aug. 17, 1848, a fire engine was purchased at a cost of £164, 9s. 10d. On  
(Continued on Page 13).



Chatham's Paid Fire Department in Earlier Days.

# Old

# Boys

Do you remember the first  
manufacturing plant in the  
City of Chatham? Estab-  
lished 1846, on McGregor's  
Creek?

## THAT'S US

We are still leading in the manufacture of everything  
worth while in Lumber and High Grade Cabinet  
and Mill Work.

Our installations, like the Chatham Old Boys,  
have spread from the Canadian Coast to  
Coast, into the U. S., Newfoundland, British  
West Indies and Cuba.

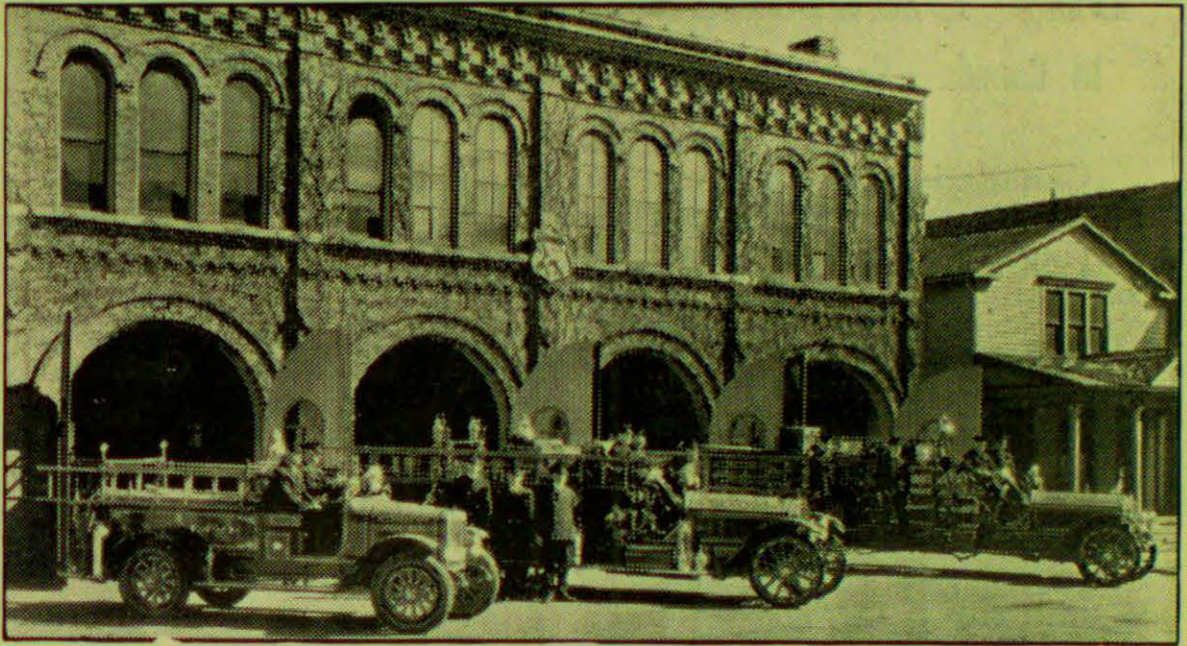
"Mid pleasures and palaces,  
Where'er you may roam;  
You will find Hadley Mill-Work  
Purchased from HOME."

## The S. Hadley Lumber Co. Limited

# W

OOD  
ORK  
ORTH  
HILE

*Call in and Renew Old Acquaintances.*



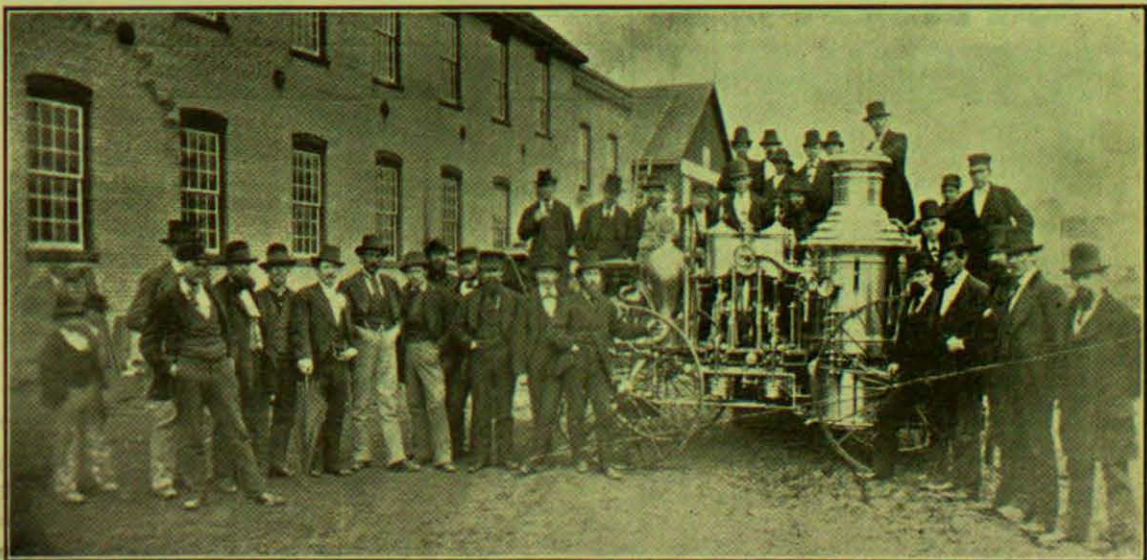
Today Chatham's Fire Department is Completely Motorized.

Oct. 18, of the same year was organized the pioneer Fire Engine Company, with Geo. Witherspoon, Esq., as captain and 104 of the leading citizens on the rolls. William D. Eberts was unanimously elected Chief Engineer.

This organization gave place in 1850 to Chatham Fire Company No. 1. Later, a No. 2 Company was organized; and while there

seems to be no authentic record, there are hints that the colored residents of the community organized a No. 3 company in the latter 50's. No. 1 company had its headquarters in the old Market building, and No. 2 company just north of the Fifth street bridge. Keen rivalry existed between the

(Continued on Page 79).



The Famous Hyslop and Ronald "Chatham" Steam Fire Engine, Once Made Chatham Famous.

# Buy Diamonds

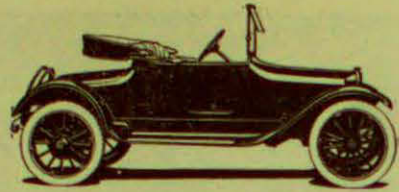
In Canada—Save Dollars

Canada is one of the few countries of the world not having a duty or luxury tax on diamonds.

The quality of our diamonds is unsurpassed, and our selection is the largest in this part of the country.

*Von Gunten's*

Over 40 Years in Chatham



## Glassford Garage

23 Grand Avenue. Phone 1151

Chatham, Ont.

W. D. GLASSFORD - Proprietor

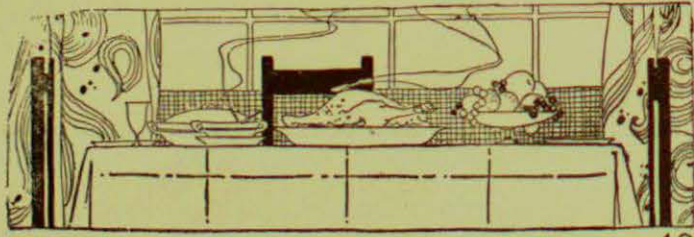
Automobile Repairing

Gas, Oil and Accessories

DURANT and REO SERVICE

There's No Place  
Like a

# CHINA HALL



Visitors, Tourists and all the "Stay-at-Homes" will tell you that Chatham has a REAL CHINA STORE and such a stock as many a larger city would be proud of..

Here you find all the new lines of Fine English Pottery and Best Makes of China and the Finest Haviland Dinner Ware.

This is known as the "GIFT STORE," and justly deserves the name when you see the collection of Cut Glass, Brass Goods, Silverware and the many things that go to complete a store of this kind.

~~~~~  
YES,  
OF COURSE,  
YOU'RE  
WELCOME  
~~~~~

**JAMES E. GRAY**  
**84 KING STREET**  
**CHATHAM, ONT.**

~~~~~  
Come on in any  
time and Jim E.  
Gray Will Be  
Glad to See You.  
~~~~~

## Chatham Has Always Placed Education in the Forefront

**T**HOUGH the first permanent settlement in Chatham did not take place till 1820, education early received the attention of the pioneer settlement. Some time between the years 1820 and 1826, a private school was carried on in Abraham Iredell's deserted log shack "over the creek", at the corner of Water and William streets. In 1826 a later school of the same type was conducted in Will Chrysler's house, on the site of Dr. T. K. Holmes' residence; here James Chrysler taught the "young idea" to shoot, one of his pupils being Israel Evans, well remembered by Chatham people of a comparatively recent generation.

Chatham's first public school, a frame building, was erected on the site of the present Central school in 1831. Education, it will thus be seen, antedated other municipal activities by nearly ten years. Norman L. Freeman, a very able teacher, had charge of this school.

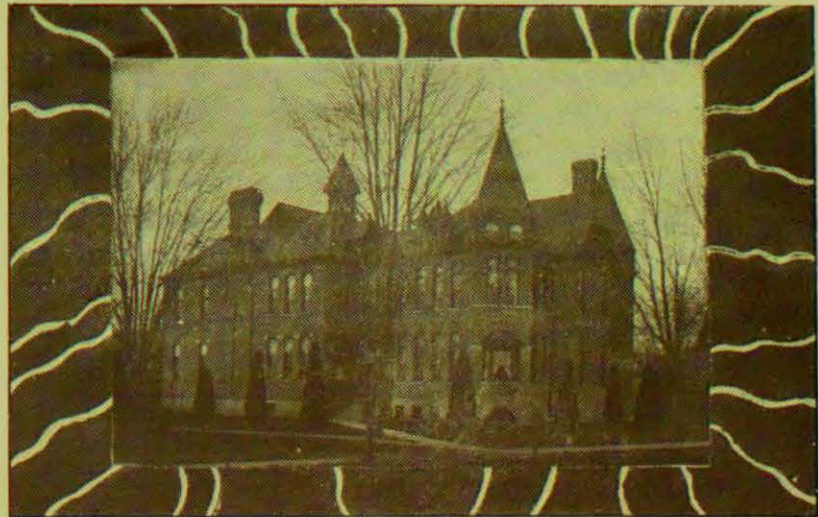
In the latter 40's a primitive sort of public school seems to have been opened in North Chatham in charge of John Etches. The public schools of that day were only partly free; and there were at that time three private schools as well, "Wilmottes' Grammar School, Miss Nelson's Junior School, and Mrs. Barclay's Girls' School. The total salaries paid the three public school teachers in 1845, amounted to £108, 9s., 7½d. a year; this being supplemented by certain fees from the pupils.

With the growth of the municipality, the original Central

school proved inadequate; and in 1854 the frame building on this historic site was removed, making way for a square brick building, which survived till 1895. It is interesting to note that this "old Central School," as it came to be known in its dingy latter days, was in its inception vigorously opposed by one of the town newspapers and a good many citizens on the ground that it was far beyond not merely the immediate needs of the community, but its needs for years to come, and far too expensive. And the actual cost of the entire building in 1854 was \$4800!

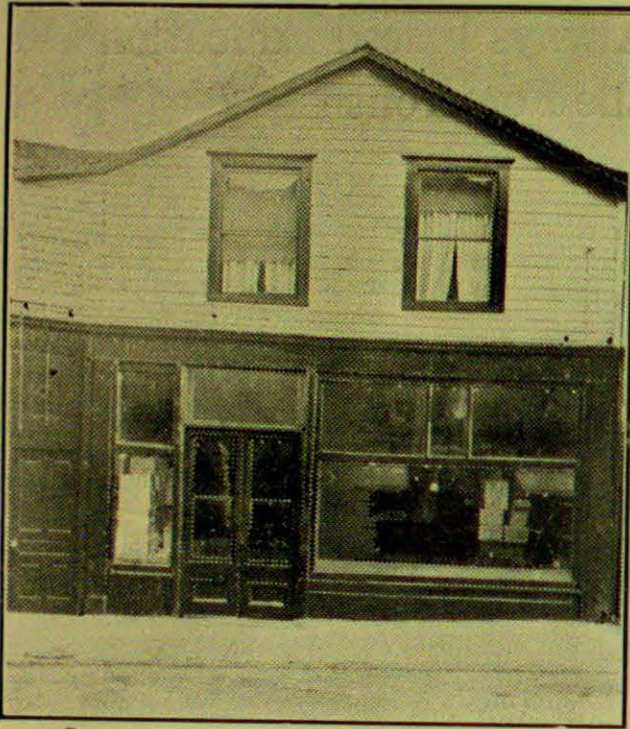
In March, 1855, the nucleus of the later Chatham High School and Collegiate Institute was formed, when Principal Jamieson began to hold grammar school classes in the old Barracks with a limited roll of secondary pupils. The Chatham Grammar School on Prince street was opened with considerable ceremony on August 10, 1855. In 1885 it was superseded by the Collegiate Institute, which, some 25 years later, was largely extended. Till the construction of the Collegiate addition, however, the old Grammar School building remained, first as the principal's residence, and later as the home of the collegiate caretaker.

(Continued on Page 17).



McKeough School As it Was Before 1917.





## 72 YEARS AGO

This Business was established in Chatham in the old store near the Rankin House in 1852, by Mr. Thomas Stone.

We now occupy a building 41 feet wide, 106 feet long, three storeys high, and throughout our progress we have endeavored to perpetuate the high business principles of the honored founder.

**SPENCER STONE,  
Limited**

# Liggett's

*The Safe Drug Stores*

JOINT OWNERS OF 690 BOOTS DRUG STORES, GREAT BRITAIN

*From a small beginning of five stores, seventeen years ago, the Liggett Company has grown in number to 1010 Retail Drug Stores, and is continually adding to this number.*

*Only the confidence our customers have in Liggett's ideals, clean business methods, merchandise, values and service could build up such a world-wide business.*

*Whether in Canada, Great Britain or the States, it will pay you to try Liggett's Drug Stores first.*

## CHATHAM HAS ALWAYS PLACED EDUCATION IN FOREFRONT.

(Continued from Page 15).

The original North Chatham public school, a frame building, stood on what is now Grand avenue a short distance east of Victoria avenue. It was succeeded in 1861 by the "old Head Street School," which continued in use till the construction of the Forest Street School in 1882, was then used for some years as a Model School, and still later was converted into a brewery. Ultimately the historic structure was pulled down to make way for residences.

Meanwhile, in 1882, the Forest Street School, later called McKeough School in honor of the late William McKeough, for many years chairman of the Chatham public school board, had been constructed. The original building cost some \$12,000; in the war years the larger part of the old building was torn down to make way for a thoroughly modern structure. McKeough School early attained high rank under the principalship of the late James Brackin; whose splendid traditions have been ably carried on by his successor, Miss Abram.

In the years between 1867 and 1895, Chatham possessed a fairly comprehensive system of what were then known as "ward schools"—small neighborhood schools which took the junior pupils, the more advanced classes attending the two larger public schools. The ward school system in South Chatham, included the Queen Street School, erected in 1870 at a cost of \$8000; the Princess Street (or "old King Street") School, built in 1872 at a cost of \$8000, and the Payne School, at the corner of Murray and Prince streets, a two-room structure erected in 1868. At one time a class was also accommodated in the "old Free" church on Adelaide street, near Wellington, which was leased by the board for school purposes.

The Princess Street School was the third on that site. A log school had been erected there in 1840 to accommodate

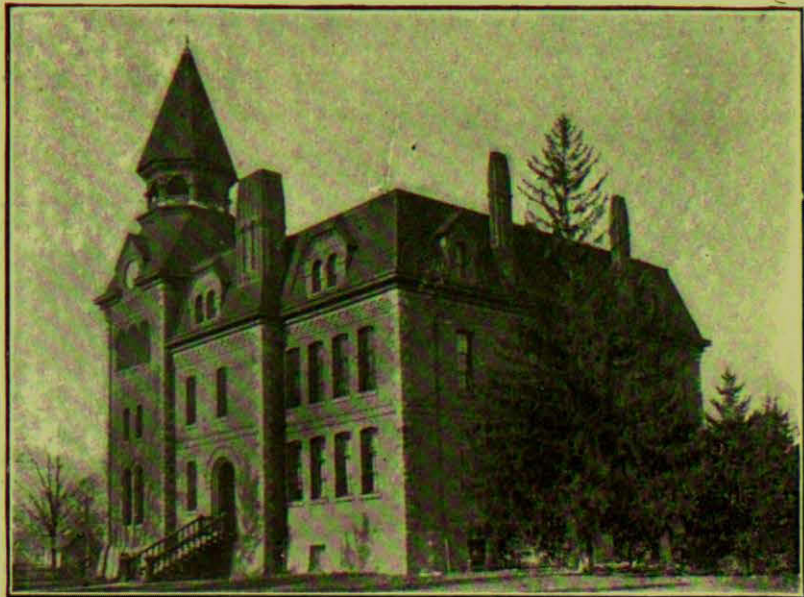
the colored children of the community; this was succeeded by a frame building, and later the brick school, which still survives, was erected.

By 1895, when the reluctant community at last conceded that the "old Central School" owed the City of Chatham nothing of the original \$4800 it had cost the town 40 years before, marked changes had taken place in the community. Chatham had grown south and west; so that the so-called "ward schools" were convenient to only a small portion of the community. With the decline in the colored population, the ancient policy of segregating the colored pupils had been abandoned. Finally, the ward schools themselves, like the "old Central", had become out-of-date, in the light of modern ideas in regard to school buildings.

Whether to rebuild on the original site, or to seek a new site in another part of the city, was for long a vexed question. The ex-pupils of the "old Central" who for sentimental reasons advocated the original site, carried the day. A new Central School was planned to accommodate all the public school children of South Chatham; and with its completion the classes were centralized there, and the older ward schools were sold.

This arrangement, helped out by one or two additions to the Central, proved fairly satisfactory till 1910; when the overcrowded

(Continued on Page 77).



Original Collegiate Institute Built in 1885, Viewed from Murray Street.



## The Sheldrick Building

This block was erected in 1903 by Albert Sheldrick, on the site pictured below.

The main floor and rear of top floor being used exclusively in the tailoring of CUSTOM GARMENTS.

---

Fifty-two per cent. of our 1923 summer business came from the United States.

We give particular attention to out-of-town patrons and submit samples to any place on the continent.

Leave us your measurements while visiting Chatham Old Boys'. We offer you selection from the largest and most exclusive stock of Fine Woollens in Western Ontario—and moderately priced.

## SHELDRICKS'

DRAPERS.

120 KING STREET.

TAILORS

---

The Post Office Book Store  
which stood on the site now  
occupied by

Sheldricks' Custom Tailoring  
Establishment.



## Horse Cars in the 80's Made King Street Look Metropolitan



Glimpses of King Street in the Horse Car Era  
—Top Picture—Looking West from Sixth  
Street. Bottom Picture—Looking  
East From the Bend.



And This in Front of the Rankin House—Then,  
as Now, a Popular Hostelry.

**M**ANY of the Chatham old boys who come home this summer will have vivid recollections of the latter 80's, when the famous horse-car system was in full operation.

A few years earlier the Erie and Huron railway—now operated by the Pere Marquette—had been built as a local north and south line. The old Erie and Huron depot was located at the eastern end of King street.

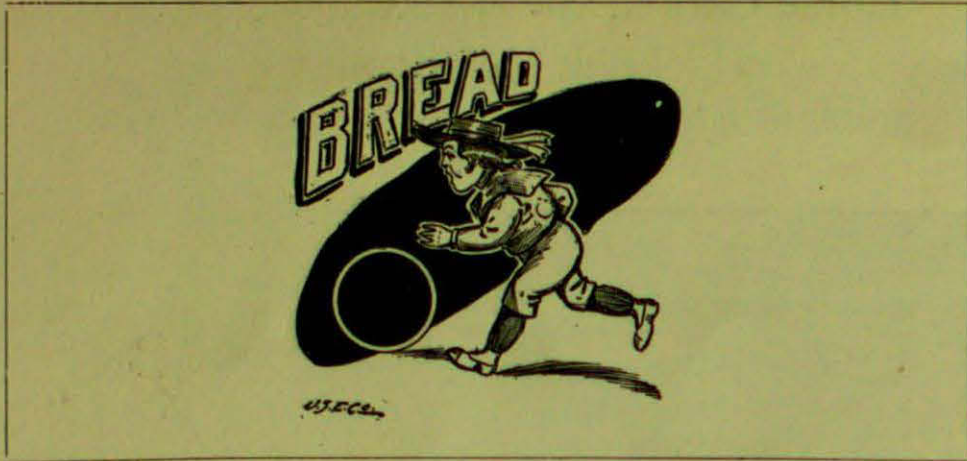
The fact that the Grand Trunk depot was considerably distant seems to have inspired a number of enterprising citizens with the belief that a street car line, traversing the main streets of the town and connecting the two railroads, would prove a paying proposition.

Anyway, the Chatham Street Railway, Limited, was organized in 1885, with \$25,000 capital, in shares of \$100 each. J. R. Reid was president, and

S. H. West was secretary-treasurer. Mr. Reid, the father of the present postmaster, S. A. Reid, seems, throughout the ensuing years, to have been the "weary titan" who carried the main burden of responsibility for the undertaking.

The street car tracks extended from the G. T. R. depot along Queen street to Fourth, along Fourth to King and along King eastward to the Erie and Huron station. Part of the distance was cobblestone pavement, part was cedar block, and part was just  
(Continued on Page 85).





**R**UNNING AFTER what means health to him, every boy in town is hankering after a hunk of

palmer's Bread

because it's sweet, deliciously baked, dressed in a coat of crispy, crinkly brown that makes it the **BEST BREAD IN TOWN.** Try ours today.

.....

**PALMER BAKING COMPANY**  
CHATHAM, ONTARIO.

## Famous Conflagrations Recalled From The Earlier Days of Chatham

**C**HATHAM has never had the bad luck to be completely fireswept. This happy condition was probably due to the circumstance that, among the very first of the municipal activities after 1841, was the organization of a volunteer fire-fighting organization. And ever since then Chatham's fire department, whether the volunteer organization before 1881 or the paid department since then, has ranked high in efficiency.

There have, however, been some conflagrations that stand out in the memory of the "oldest inhabitant".

Apart from the war-time destruction of 1813, which wiped out Baker's block-house and McGregor's Mill, the first "big fire" was that of 1854, which swept the Eberts corner at King and Fifth streets and wiped out considerable property further west, on King street. The new Fifth street bridge, taken over from the government by the municipality earlier in the year, also caught fire and was completely destroyed. On the ashes of this conflagration, at the corner of King and Fifth streets, rose the present Eberts block.

Another historic fire, in 1869, wiped out St. Paul's (Anglican) church opposite Victoria Park—a frame structure, and the pioneer church of the community.

Perhaps the most famous fire in Chatham's history, however, involved the destruction of "Pork Row". On the south side of King street the block between the Market Square and Sixth street was then occupied by a series of one-storey or two-storey frame shops, mostly given over to the sale of meat and provisions. On the market corner, where Austin's store now stands, was a frame restaurant run by Joe. Green. The Sixth street corner, where Sulman's store now stands, was occupied by Lamont's dry goods store.

One winter night in 1868 a fire broke out in Green's restaurant, and rapidly spread through the row of flimsy frame structures. Within a couple of hours nothing was left of Pork Row except ashes—and a memory.

It was the most spectacular fire in all Chatham's history, and old folks still hark back to it as the most memorable occurrence of their youth. It involved serious disaster for the owners of the buildings, since insurance rates on such flimsy structures had been prohibitive; but it represented also the turning point in the history of the King street business section. New and substantial business blocks rose on the site of "old Pork Row" which is today perhaps the best business section in Chatham.

Later spectacular fires were the destruction in the early 80's of the old "Kent Mills" in North Chatham, then owned by Campbell, Stevens & Co., but originally built by Senator Northwood, in 1847; and the burning of the original Manson Campbell Fanning Mill factory on Colborne street in 1895.

Another celebrated fire was that which in February, 1898, wiped out the historic "Royal Exchange Hotel", in its palmy days the pride of Chatham. This site, at the southwest corner of King and Fifth streets, was occupied, in the early days of the community, by the home of Norman L. Freeman Chatham's first school teacher. After the Freeman place was burned down about the time of the rebellion of 1837, the Royal Exchange hotel was erected. It was the "swell hotel" of the young community, as witness the fact that here, on September 6,

(Continued on Page 23).

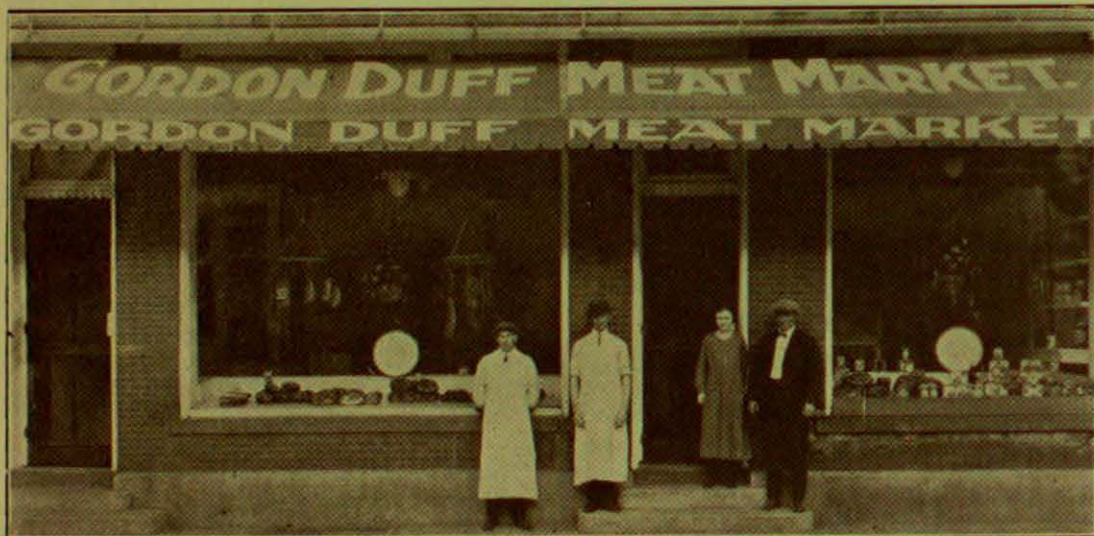


The Royal Exchange Fire, February 13, 1899.

# GORDON DUFF

—DEALER IN—

**FRESH and SALTED MEATS**



## PORK

**All the Pork We Sell is Raised and Fed on Our  
Own Farm**

---

**POULTRY ORDERS TAKEN AT ALL TIMES**

---

DELIVERY

Phone 527

12 Market Square

Residence 856J

---

*"One of the Old Boys Who is Quite Satisfied with Chatham"*

## How Many of These Old Boys Do You Recognize?



### FAMOUS CONFLAGRATIONS RECALLED FROM THE EARLIER DAYS OF CHATHAM.

(Continued from Page 21).

1842, Braham, the famous singer, gave a concert with tickets at \$1 each. It was, indeed, reputed the largest hotel in Western Ontario, till completely eclipsed, several decades later, by the handsome new Rankin House.

In 1898, the Royal Exchange, though still in operation, had taken on a rather decrepit

aspect. Fire broke out on the night of February 13, 1898, and despite the desperate efforts of the fire department, in a bitter cold which speedily turned the water into ice, the old "Royal Ex" was completely gutted. Within the next year or two, the present substantial brick structures arose on its historic site.



# THE RANKIN HOUSE

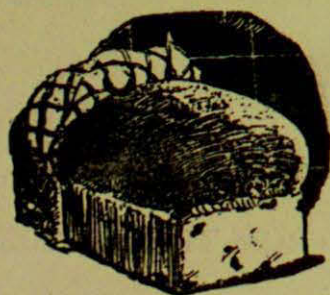
Under the Management of John Pleasance for  
twenty-one years—forty years in business.

Welcomes The Old Boys

Rooms modern, clean and up to the minute.  
Nice Cool Lager Beer kept in the most  
sanitary way.

**DROP IN AND SAY "HELLO JACK"**

*Old Boys*                      *Old Girls*  
**WELCOME HOME**



---

A New Memory to Take Home  
With You

A New Pleasure on Your Visit  
Here

---

**CRIMP CRUST BREAD**  
(THE TALK OF THE TOWN)

**FRANCIS & DEAN**

71 St. Clair Street      -      -      -      -      Phone 489

## IN THE DAYS OF REAL SPORT



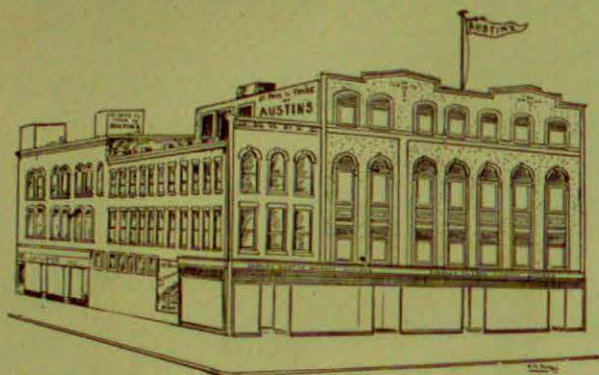
An Old Time Regatta on the Thames.



DO YOU REMEMBER THE VISIT OF THE DETROIT MOTOR BOAT CLUB IN 1910? HERE IS A GLIMPSE OF THE VISITING SQUADRON.

**SERVICE IS PARAMOUNT AT THE AUSTIN STORE**

Ladies' Rest  
Room  
Second Floor  
Free Parcel  
Checking Dept.  
Main Floor



Visit Our Tea  
Room for  
Afternoon Tea,  
Lunches  
Dainty Ices

# WELCOME HOME OLD BOYS

**W**ITH the passing years we hope you have prospered and that your success has but deepened your love of the old Home city. We want you to make this store your headquarters. Meet your friends here, use our services, ask us for anything within reason. For over 28 years we have tried to faithfully and efficiently serve your folks with honest-to-goodness merchandise. We have made many friends. Though you live in distant parts we want you to feel that as a store and as individuals we want to really know you.

-----  
**COME IN! YOU'LL FEEL AT HOME**  
-----

## Chas. Austin Co. Limited

CORNER MARKET SQUARE AND KING STREET.

-----  
**IT PAYS TO TRADE AT THE STORE WITH THE STOCK**

## Men Whose Loyal Labors Have Put Chatham in the Fore front as a Well Managed and Liveable Community

### TEDDY (C. D.) SULMAN

A member of the Father and Son Bee Hive Store and Business. Hardly had the shadow of Sulman, Senior, from things municipal and provincial faded, when into the spotlight came Sulman, Junior, first aldermanic and then may-oramatic. At no time can one say that the ocean of municipal politics is pacific, but Teddy has shown himself to be a good captain and is handling the problems confronting him with decision and good judgment.

Don't Overlook This Pair When in  
the City.



C. D. SULMAN  
The Boy Mayor.

GEO. W. WANDS  
Secretary of the Old  
Boys' Committee

### GEORGE W. WANDS

One can say truthfully that he has put the "Chat" in the modern Chatham. He has been the Hydro Commissioner and held all the offices in the I. O. F., except Supreme Chief Ranger, and has either been shooting the gun or the man behind in all the movements for several years for better municipal life in Chatham. He is a 33rd degree optimist — couldn't see the hole in a doughnut with a field glass and is ready at all times to back his convictions and put his ideas into operation. He is a good friend of man and beast, and has the humor of a Bill Nye.

## This Is Our City Manager



HARVEY FULLER, B.A.Sc.  
City Manager for the City of Chatham.

Ye olde boys, if you have not kept in touch with the old town you will perhaps not know that Chatham was one of the first, if not the first, city in

Ontario to put the City Manager plan into operation and Harvey Fuller is the man upon whose head is beating the burning rays of criticism and close scrutiny. But take a look at his smiling countenance and you will know that all is well—in fact, d— well.

Prior to being appointed as city manager, he was city engineer. He took the manager job with some reluctance, but has made more than good. In addition to all the necessary technical knowledge for such a job he is endowed with the gift of handling "humans". If he does not see eye to eye with alderman or taxpayer, they do not go away with a grouch—but rather with the idea that there is a chance of getting together. His motto of "compromise", looking to the better development of municipal problems has given the people and the council a confidence in him that has enabled him to make good. A drive around Chatham will prove to you that it is well kept. We have an incinerator—all garbage is well collected and burned—no flies on us is a reality. Get a few ideas on municipal government from Harvey Fuller to take back to your home city.

*The*

**DOWSLEY SPRING &  
AXLE COMPANY  
LIMITED**

CHATHAM, ONTARIO



*Manufacturers of*

Automobile and Truck Springs

COMFORT — QUALITY — SERVICE

## Two Incomparable City Officials



W. G. MERRITT  
City Clerk.

Truly one of the Old Boys, who has stood at the helm of the Ship of State and guided it through many squalls and severe storms. In the past, with the kaleidoscopic conditions which must have obtained from the old forms of municipal government, there was always a sound mooring to tie to and that was City Clerk Merritt, for storms and squalls did not toss him about the municipal sea—he knew the correct soundings and steered accordingly. He has had the detail of the city's affairs at his finger ends and always ready and with an affable manner to give his advice both to alderman and taxpayer.



S. B. ARNOLD

Of the Old Boys' Reunion Executive Committee.

He is one good piece of Chatham timber that did not go away to build up some other city or community on the broad face of the North American continent. Has stayed right at home and Chatham in one way and another owes a lot to his energy and constructive brain. In all of his years he has been very active, dredging the river and good roads, are some of his pet hobbies and for the past few years making good citizens by sending the bad ones to Kingston, Burwash and elsewhere, where they get free tuition at government institutions.

S. B. is a polished stone in the structure of Greater Chatham and the polish has been put on by the right kind of friction, which is from brushing up against everything worth while.



G. E. BRUCE

D. CAMERON

## Just "Service"

Hello? Are you there? We can tell you of two men who are there, and they are G. E. Bruce, District Manager, and D. Cameron, District Plant Superintendent, of the Bell Telephone Company, Chatham. From a few phones a few years ago, to thousands of receivers now in use, is the record in Chatham, which has necessitated a new building and the throwing out and the putting in of better and larger equipment several times. Chatham at present is enjoying a good equipment, well managed and looked after by a good manager and staff.

# Boost Good Roads

1000 MEMBERS FOR 1924

## KENT MOTOR CLUB

Miss Eastman will call on you to enlist you with the only organization in Ontario which protects the rights of the motorist.

### Membership Advantages

Free legal advice.  
Touring information.  
Insurance on your car at cost.  
Special road maps and blue book.  
Assistance to members passing Customs.  
Membership cards same as passport at border.  
Constantly watching legislation affecting the motoring public.  
Free touring information and legal advice.

### Activities and Achievements

Good Roads.  
Road Signs.  
Danger Signs.  
Safe and Sane Legislation.  
Reciprocity of License between Canada and U. S.  
Local Traffic Laws Amended.  
More Road and Danger Signs.

The annual membership fee is fixed at \$5.00. This includes Membership in the Ontario Motor League. Each member is supplied with the K. M. C. Badge for his cars and the annual fee includes a year's subscription to the monthly magazine "Canadian Motorist", published by the League.

Do your part in making Kent noted for Good Roads. Let our Secretary explain how you can insure your car at a saving of 25 per cent to 35 per cent on your present rate.

### Insurance at Cost to All Members

## KENT MOTOR CLUB

Headquarters at Chatham, Wallaceburg, Ridgetown, Blenheim, Thamesville, Bothwell, Dresden and Tibury.

President, Geo. W. Wands; Publicity Chairman, Jack Beardall; Membership Chairman, E. G. Phillips; Secretary-Treasurer Stan. Thomson.



## Kent Motor Club Renders Good Service to all Motorists

**A**N ORGANIZATION which in the few short years of its existence has done a great deal to advance the interests of Chatham and Kent county is the Kent Motor Club.

Affiliated with that strong and influential organization, the Ontario Motor League, the Kent Motor Club has been able to accomplish a great deal for the benefit of its members, and the motoring fraternity generally. Its work has, however, gone further and materially benefitted the entire community in many ways.

The Kent Motor Club has been aggressively and successfully active in advancing the good roads movement in Kent county, and particularly in urging the construction of permanent pavements on roads where travel is exceptionally heavy. As a result, Kent county today has something like 45 miles of concrete roadway, with additional mileage promised; as well as more than 150 miles of good gravel roads. Traffic conditions in Kent county have, indeed, been practically revolutionized.

In the process of road improvement, the Kent Motor Club has been able to secure the elimination of a number of bad turns; while danger signs have been erected at other points. In addition to this, road signs have been erected throughout the county for the guidance and direction of motorists.

The club has representatives in all parts of Kent county, the county headquarters being at 31 Fifth street, Chatham, where the energetic secretary, Stan Thomson, is always glad to furnish advice and assistance to motorists, whether members or visiting tourists.

While working at all times to secure safer and better travel conditions for motorists and the general public as well, the Kent organization also works, in conjunction with the Ontario Motor League, to ensure fair treatment for motorists throughout its territory; and has been able to do a great deal of good work along this line.

Largely through the publicity efforts of the Kent Motor Club, Kent county is every year becoming better known to tourists. The club has carried on an aggressive advertising campaign to familiarize the motoring public of the United States and Canada with the advantages offered by this part of Southwestern Ontario, with the result that there has been in recent years an immense influx of motor tourists and summer visitors.

Among other things, the Kent Motor Club has been largely instrumental in securing the opening of tourist camps in most of the towns of Kent county. In Chatham, Victoria Park has been designated by the city council as a tourist camp, and in addition to the natural advantages of a delightfully shaded sylvan spot, modest camp facilities, including free gas for cooking, have been provided for the use of motor tourists. The facilities here are being added to every year. This camp has been visited by motorists from many parts of the United States, and is one of the most attractive and popular tourist camps in Ontario.

These things have been accomplished by dint of steady, persistent, unremitting effort on the part of the Kent Motor Club, made possible by the loyal support of a steadily increasing membership in all parts of the county.



Through the Efforts of the K. M. C., Victoria Park  
Has Been Set Aside as a Tourist Camp.



# GORDON STORE CO.

1884—1924

**FORTY YEARS IN BUSINESS AND STILL  
GOING STRONG**



We are proud of our splendid record of forty years of satisfactory service to the public.

Business is never slack at Gordon's because the maxim of our store is:

***Small Profits and Big Turnover Bring Best Returns***

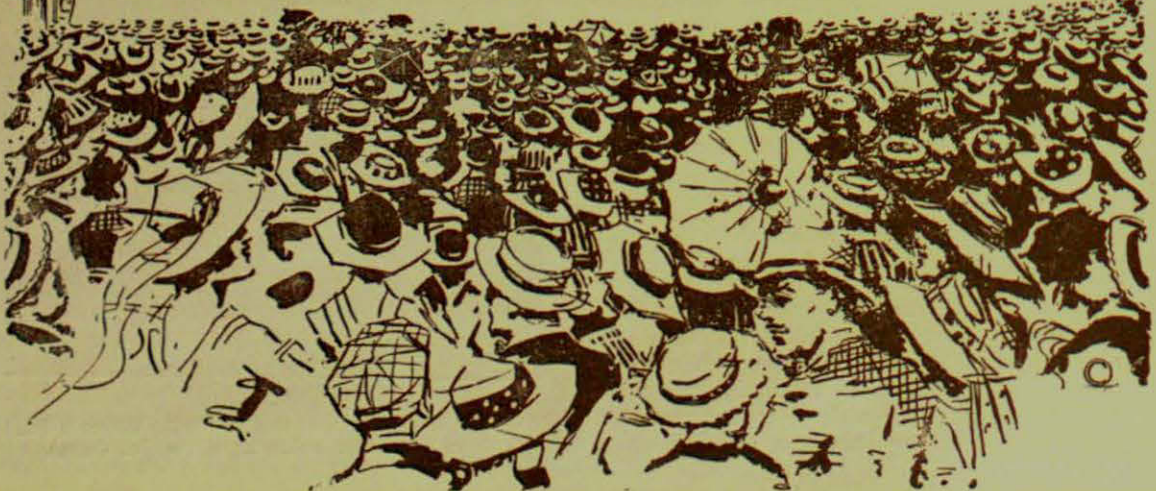


Call in and see us while you are in town, for we are always pleased to make new acquaintances and renew old ones.



## The Gordon Store Co.

125 King Street. Phone 168.



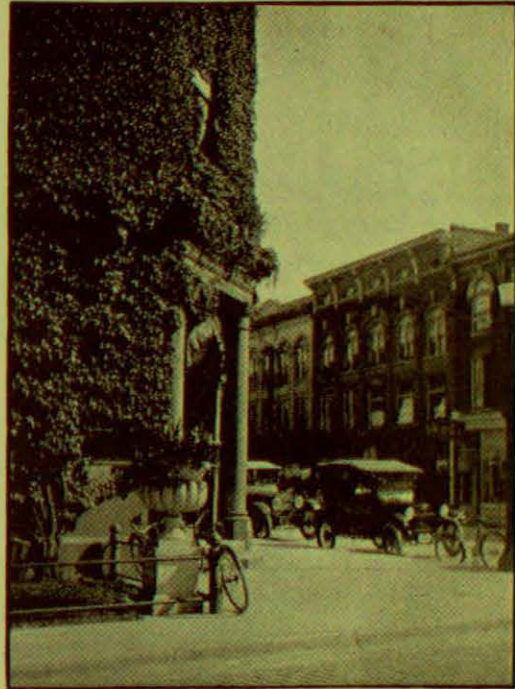
## Chatham Horticultural Society Works for the "City Beautiful"

**C**REDIT for a great deal of Chatham's attractiveness as a city is undoubtedly due to the excellent work carried on for a number of years past by the Chatham Horticultural Society.

The object of the society is to beautify the city, and to make it a more attractive place to live in. The work of the society is carried on by a body of enthusiastic officers, with the co-operation and support of a large and growing membership.

Much of the work of the society is, of course, done through the individual members. Each membership at the modest sum of \$1 a year entitles the member to an option worth fully that amount, or more. So that, in addition to supporting a worth-while and useful organization, every member of the Horticultural Society gets full value in plants, bulbs or other commodities.

The Society has accomplished a good work in educating its members and the public to what can be done by individual citizens in the way of civic beautification, quite often with a very small outlay. Big results have already been accomplished, as the bright gardens of tulips and other spring flowering bulbs in the spring months, and



Attractive Greenery Covers Bare Walls.

the attractive lawns and flower beds later in the season can testify.

Apart from this, the Chatham Horticultural Society takes charge each year of a general program of civic beautification. Under the direction of experts, the public parks and other public places are cared for, flower beds are planted, and shade trees set out. Every year several hundreds of suitable shade trees, chiefly elm and Norway maple, are set out in previously empty stretches or to replace older trees which have to be cut down.

While excellent work has been already accomplished, the feeling of the enthusiastic officers of the association is that the surface of our possibilities has been merely scratched. With a larger membership, actively engaged in the work of civic beautification, still  
(Continued on Page 53).



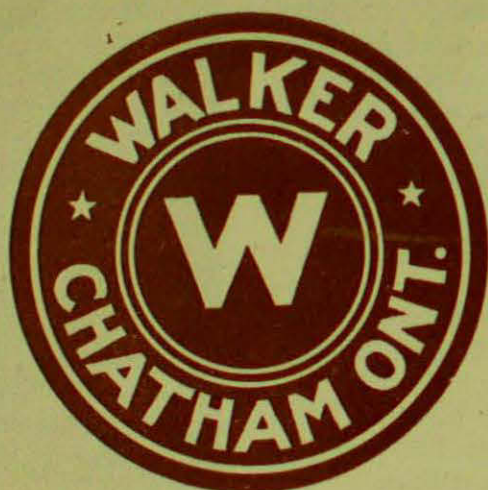
The Chatham Horticultural Society Encourages the "City Beautiful" Idea.

# The Trade Mark of Perfection!

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FREE OFFER  
IN EACH  
GARMENT

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FOR SALE  
AT ALL  
DEALERS

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If you just ask for overalls, you deserve whatever you get; but if you demand "Walker's" you deserve the best—and get it.

Made of heavy denim—double pockets where the wear comes. Cut comfortably large. An Overall you can swear by.

—UNION MADE, OF COURSE—

**Walker-Fell Overalls, Ltd.**  
CHATHAM, ONTARIO

## Chatham - The "Maple City"



The Market Building.



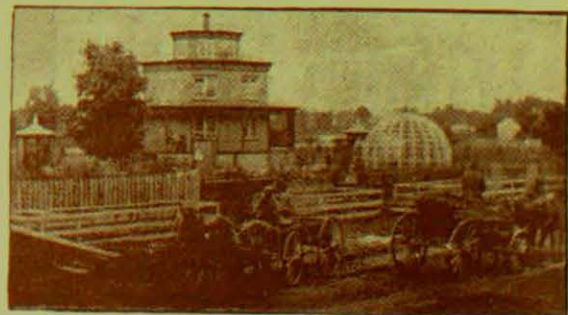
King Street, Looking East from Sixth, About 1890.



King Street, Looking West, 1924.



One of Chatham's Attractive Residential Streets.



Grand Avenue East, When it was Head Street.  
Opposite D. R. VanAllan's Residence.

# GLASSFORD HOUSE

TIM DONOVAN, Proprietor.

Wellington Street - Phone 204

**A Home Away From  
Home**

**RATES:**

**\$1.50** - - - *Single*

**\$2.50** - - - *Double*

First Class Dining Room in Connection

## Merrit & Co. Limited

Manufacturers of

Vehicle  
Bent Wood  
Goods



A HAT BOUGHT FROM  
**MADAME FULLERTON**  
is a hat that complies with  
the latest decrees of fashion

at a price that no large store could com-  
pete with

**MADAME FULLERTON,**  
179 King Street

## FERTILIZERS

Commercial Fertilizers For Every  
Crop and Type of Soil.

**CANADIAN  
FERTILIZER  
CO. LTD.**

**FACTORY:**

End of King Street East.

**OFFICE:** Market Building.

## How Some of Chatham's Writing Folk Have Immortalized the Old Home Town

**C**HATHAM has in the past century and more been associated with many of the leading literary lights of Canada and, indeed, of the English-speaking world. Several of the writers who once called Chatham their home town have won international recognition.

The first writer of repute to set foot on the site of what is now the City of Chatham was Major John Richardson, author of "Wacousta", the first Canadian novel. Richardson, as a boy, took part in Proctor's retreat up the Thames in 1813, was taken prisoner at Moraviantown, and chronicled the military operations on this front in his "War of 1812".

That book contains the first published reference in what may be called literature—as distinguished from government reports—to what is now Chatham.

Robert Barr, famous as a novelist, taught school in Raleigh in the 70's. Though Barr made liberal use of his Canadian experiences in some of his books, he does not seem to have specifically referred to Chatham. However, a good many Chatham names appear in his stories—as "Jennie Baxter, Journalist," one of his most successful novels.

Archibald Lampman, the first Canadian poet of distinction, was a native of Morpeth; and Tom MacInnes, now, after many years, coming into his own, was born at Dresden. Both left Kent county, however, in their boyhood; and Chatham does not appear in their work.

Edwin W. Sandys, son of the late Archdeacon Sandys, and widely known as a writer on outdoor topics, always kept a warm spot in his heart for the old home town. In his early years as a writer he produced some very clever humorous sketches based, it would seem, on incidents of his boyhood here—in all probability somewhat embellished by his fertile fancy.

Archie P. McKishnie, a native of Kent, lived in Chatham for a good many years. His "Lenix Ballister" stories which appeared in that sterling Canadian publication, Mac-

Lean's Magazine, deal with colored life and characters in a fictitious "Chatville East". There can be no doubt that McKishnie got his initial idea for "Chatville East" from Chatham's "east end"; though opinion is divided as to whether the stories present an absolutely faithful picture of the folks there. "Lenix Ballister", however, had a very real counterpart in Chatham.

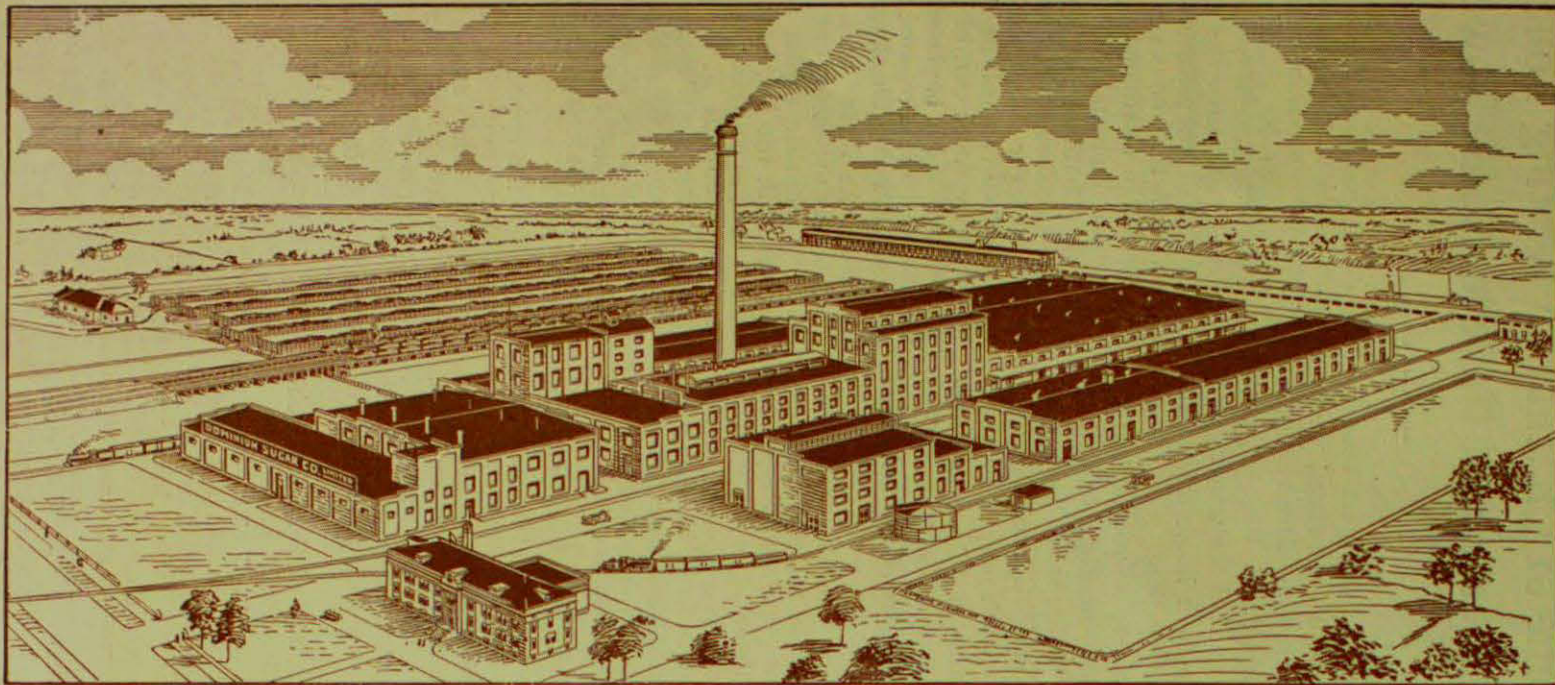
The one unmistakable depiction of old days in Chatham is given in Arthur Stringer's second novel, "Lonely O'Malley". Arthur Stringer was a native of Chatham; his birthplace can still be seen on Colborne street, a few doors east of Prince. Stringer spent much of his boyhood here, mostly on the Thames, and is reputed to have narrowly escaped drowning on at least one occasion.

Among the future author's escapades in the 80's was the fitting out of a "low, rakish craft" of peculiar aspect which sailed the Thames with the fearsome skull and crossbones at the mast-head. It was on this craft that the inimitable F. B. Stevens won his rank as "Cap", while Stringer appears to have been one of the deck hands. While he scrubbed the deck and loaded the cannon, the budding author seems to have been accumulating material for future use in his literary work.

Anyway, the episode re-appeared, twenty years later (more or less) in "Lonely O'Malley". The story was, of course, brought a little nearer to modern times, and the place was thinly disguised as "Chamboro", but Stringer's descriptions of people and places in his book—and, above all of the pirate crew—made the identity of "Chamboro" unmistakable.

Curiously enough, the first chapter of "Lonely O'Malley" was published in The Planet Souvenir of the Old Boys' Reunion of 1904; the complete story appearing in book form later in the same year. It is an interesting coincidence that the second Old Boys' Reunion, twenty years later, has been signalized by the republication of "Lonely O'Malley". It is perhaps the one book of fiction in existence in which Chatham—Chatham as it was in the middle 80's—is unmistakably depicted.

## *Plant of the Dominion Sugar Company at Chatham Built in 1916*



This plant has a slicing capacity of eighteen hundred tons of beets per day. It requires three trains of thirty cars each to bring in a day's supply of beets. Cane Sugar refining is also carried on in this plant during part of the year—capacity one million pounds of Raw Sugar per day. During one calendar year over ten thousand loaded railway cars moved in or out of this great plant. Its product is shipped as far west as Regina and east to the Atlantic Coast.

IS CHATHAM GOING AHEAD? LOOK AT THESE VIEWS OF OUR CITY IN THE 90'S.



Since then: Ursuline College doubled; Harrison Hall overcrowded; New Market Building; New C. B. C.; Public General Hospital more than doubled; C. C. I. doubled; Everything Growing—Except the Jail.



**W. J. Easton**  
**BUTCHER**

**20th Anniversary**

**3 Stores**

Phones: 878, 638, 430; Res. 610.



**71 King Street.**

**Market Square.**

**234 Queen Street.**

We have grown from a small shop to one of the largest and most modern in Western Ontario.

Our motto has been to procure the very best stock raised on Kent County farms, and our many satisfied customers bear evidence of our great success.

We hope to meet all of our old friends and trust we may make many new ones.

Visitors will be heartily welcomed during this 1924 Old Boys' and Girls' Reunion Week, or at any time.

**ONE OF THE  
OLD BOYS WHO  
STAYED AT  
HOME**

**Welcomes  
You Home**



**IN BUSINESS  
OVER 14 YEARS**



**Clements'  
Shoe Store  
CHATHAM,  
ONTARIO**

## When Chatham Was Terminus of Famous "Underground Railroad"

**I**N the two decades immediately preceding the American Civil War, the activities of Northern Abolitionists in assisting the southern slaves to freedom made this part of Southwestern Ontario in effect the northern terminus of the famous "underground railroad".

This organization provided help and shelter for the fugitive slaves on their way to Canada; and its activities resulted in a considerable influx of colored people, many of whom settled in Chatham.

At one time, probably one-third of the population was colored. Since the risks involved in escaping from slavery were considerable, the adventure was one which appealed only to the more daring and high spirited of the slaves; so that the colored people who made their homes here were distinctly of the better and more intelligent class, many of them being exceedingly well educated.

The colored people in Chatham were for the most part industrious and prosperous, and rendered material assistance to other slaves in escaping to the north.

Among the historical landmarks of Chatham is the red-painted brick house just south and east of the C. P. R. crossing at Adelaide street. Originally a four-tenement structure, known as the "Holton House," it was in this building that John Brown, the famous abolitionist, conferred with the leaders of the colored settlement in the fall of 1858, in regard to his plans for a rising of the southern slaves.

Here were partially matured the plans for the subsequent raid on Harper's Ferry, which historic fiasco resulted in the capture and execution of John Brown and his associates—and which, later, did much to precipitate the Civil War. "John Brown's body is mouldering in the grave, but his soul goes

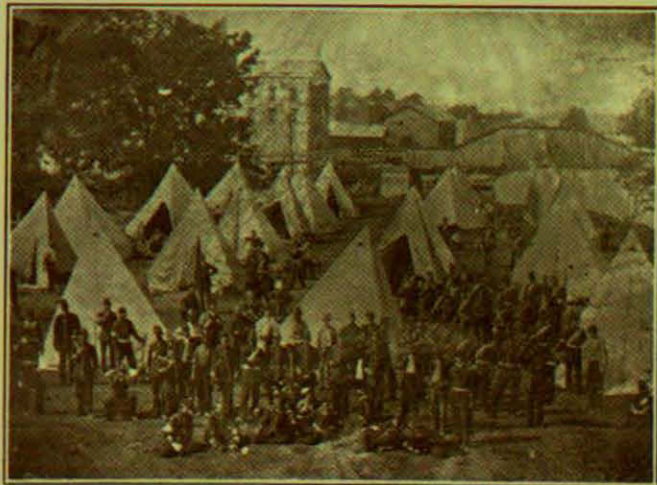
marching on", became the marching-song of the northern troops in that historic struggle.

Another familiar figure of slavery and later days was Rev. Josiah Henson, who made his home at Dresden, but was well known in the Chatham colored settlement. Henson was in some respects the original of Uncle Tom in Harriet Beecher Stowe's famous book, "Uncle Tom's Cabin". Mrs. Stowe visited Chatham and vicinity while writing the book, to secure first hand information from some of the escaped slaves, and several chapters of the story were written in Kent county.

The Civil War and Lincoln's Emancipation proclamation had a marked effect on the colored population in Chatham. The northern victory left them free to return to the United States without fear of molestation; and while many of the older people till they died clung to the community which had given them shelter, the younger generation largely gravitated to Detroit and other American cities where they found ready employment and made new homes.

The result has been a steady and in some respects rapid shrinkage of the colored population in Chatham. At one time the

(Continued on Page 85).



24th Battalion on Tecumseh Park, 1870.



# CHATHAM WORKS



—OF THE—

## International Harvester Company

FOR MANY YEARS THE HOME OF GOOD WAGONS, SLEIGHS AND  
THE POPULAR INTERNATIONAL SPEED TRUCK.



To give in detail the history of the factory illustrated here would require many pages. Suffice it to say, however, that since its beginning, many years ago, it has always turned out a product to be proud of. Chatham Wagons and Sleighs have always been recognized in the trade as the very best that could be made. Never once, has any fundamental principle of quality been sacrificed in order to meet a competitive price.

The best of material in the hands of expert workmen—many of whom in point of service, are entitled to be called "OLD BOYS"—is converted into wagons and sleighs that stand the test of time under the hard, racking conditions found on the average farm.

More recently the work of building the International Speed Truck has been added to the Chatham Works. This is being conducted under the same rigid practices of manufacture and inspection that have governed the making of wagons. The Canadian Speed Truck has made a favorable name for itself in every part of the Dominion—and it is a Chatham product.

.....

### INTERNATIONAL HARVESTER COMPANY

OF CANADA LTD.

CHATHAM, - - - - - ONTARIO

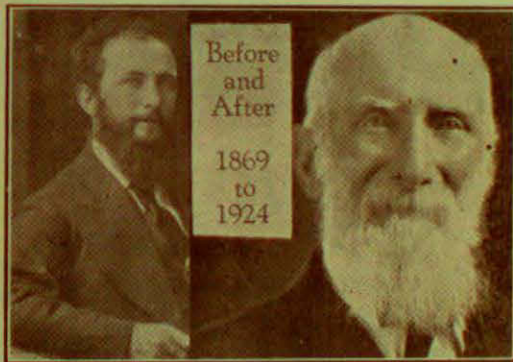
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WAGONS, — SLEIGHS — MOTOR TRUCKS

## Henry Smyth a Real "Old Boy"

**T**HE oldest native and "to the manor born" of Chatham's citizens, whose stay has been continuous since January 15, 1841.

His education, such as it is, was acquired at Mr. McColl's school in this town; at Caradoc Academy, this side of London, 18 miles distant; and at the Chatham Grammar School, Reverend George Jamieson, incumbent.



HENRY SMYTH.

He was first elected to the town council in 1866 for the Business (King Street)

Ward of the town, heading the poll, three to be elected; the other two, in the order named, being Dr. C. J. S. Askin and Mr. Thos. Holmes.

Mr. Smyth was elected to the town and county councils in 1867 as deputy reeve, by acclamation; was elected mayor in 1869 in a contested election, and in 1870 by acclamation.

He was elected to the town and county councils in 1872 as reeve in a contested election; and elected mayor in 1876, for a third term, by acclamation.

Mr. Smyth was mayor for a fourth term in 1894, after a contest, and again in 1897, for a fifth term, after a red-hot contest.

In 1871 Mr. Smyth received the unanimous nomination for the Legislature of a mass-meeting of Conservatives held in the Town Hall, but declined it. In 1878 he assessed the town in association with Daniel Forsyth, Esq. He was chosen by the council in 1880 as arbitrator for the town, in conjunction with ex-Warden John Lee of Orford, acting for the county, and His Honor Judge Davis of London, as umpire, to settle the terms upon which the town's withdrawal from the county, judicially and municipally, was accomplished, by the payment to the town, by the county, of a sum fixed by the arbitrators.

Mr. Smyth says 1841 was a year to be remembered. He came across in January. King Edward, Sir Wilfrid Laurier, Hon. George W. Ross, John Turner, Herman Eberts, Alex. Sherriff, James McStay Smith, John Holmes and Sidney Davis were brought forth in 1841; and in 1841 the Union of Upper and Lower Canada was effected.



CAPT. H. L. MITCHELL.

Meet "Mitch", as he is known to local returned men and others—the efficient assistant secretary and general "pooh-bah" of the Old Boys' and Girls' Reunion.

Up to his ears in work among sundry envelopes and circulars for the past three months, he has hustled off something like five thousand circulars and the same number of programs to the utmost bounds of old mother earth. For the six weeks of intensive preparation that have resulted in the present magnificent organization, he has attended scores of meetings and attended to many details concerning the reunion.

"Mitch" served overseas with the 18th Battalion, enlisting at Woodstock with the "Oxford's Own", the 163rd battalion. His total service amounted to three years.



## Old Boys and Old Girls



**J. BEVERLY KERR,**  
Proprietor.

**TRY THE NEW HOTEL GARNER  
FOR ALL THE COMFORTS OF HOME**

We are here to accommodate you and offer Modern Hotel Service in every department.

Complete renovation of the Old Garner House, inside and out, has been accomplished during the first year of the new management.

Renovations include new modern furnishings throughout, running water in every room, new dining room, banquet room and kitchen, more baths, rewiring, with new electric fixtures, and complete redecoration.

Only hotel in the city featuring Bus, Baggage, Porter, Sample Room, Elevator and Bell Boy Service.

**Try Our Dining Room for an Attractive Menu**

**Special Meals to be Served All Week for the Benefit of Old Home  
Boys and Girls.**

**HARRY A. JACQUES, Manager.**

**GLEN D. CAMPBELL, Chief Clerk.**

## J. Frank McKeough's Gift Establishes Fine Precedent

**T**HE year of the 1924 Old Boys' Reunion is marked by a philanthropic gift to the community which deserves the fullest measure of public recognition.



J. FRANK McKEOUGH.

Chatham's past history has been rather bare of such philanthropies. Though in Chatham the average of individual wealth and prosperity has been high, at no stage of its history has the community possessed many men of exceptional wealth.

J. Franklin McKeough was hardly, as money is now rated, a wealthy man; but he had a big heart. And his bequest of \$5000 to provide a public park and playground for North Chatham is significant of the spirit of community patriotism which actuated him throughout a useful life, and which leaves a lasting memorial behind him.

Characteristically, the new North Chatham park is not to be a memorial to the donor, but a memorial to his nephew, the late William Stewart McKeough, who, in the Great War, made the supreme sacrifice for king, country and human liberty.

The community of Chatham owes much during more than half a century to the civic patriotism, the public service and the private generosity of the McKeough family. From the founder of that family, the late William McKeough, the second and third generations inherited a noble example, and have consistently lived up to it.

# PRINTING SERVICE

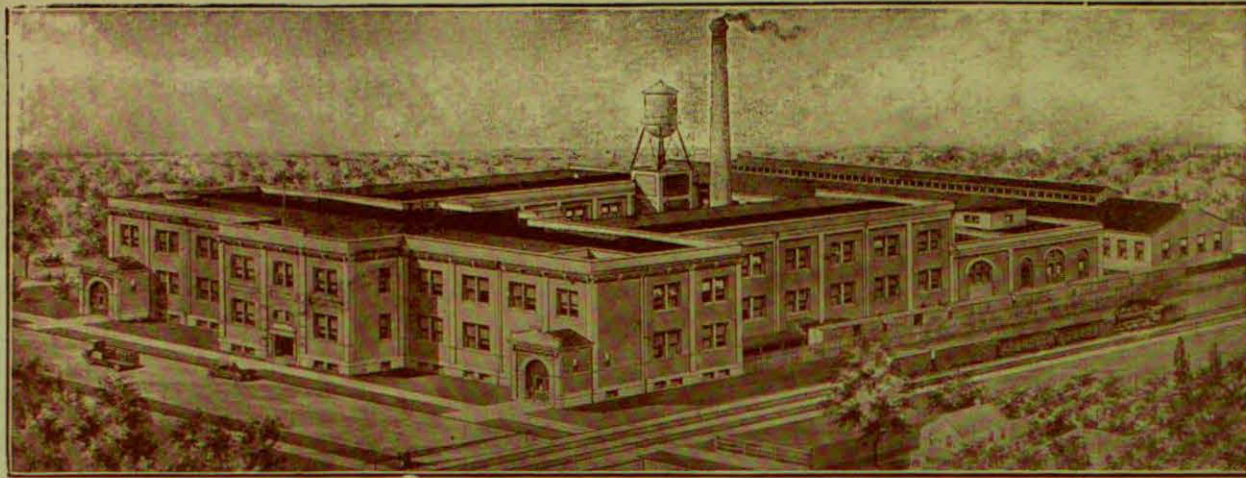
THE NEWS JOB PRINTING DEPT.

NEWS BUILDING. PHONE 173.

A. C. WOODWARD, Proprietor.

J. C. SHEPHERD, Manager.

# We Extend a Hearty Welcome to The Old Boys' Home Coming



*The American Pad & Textile Co.*

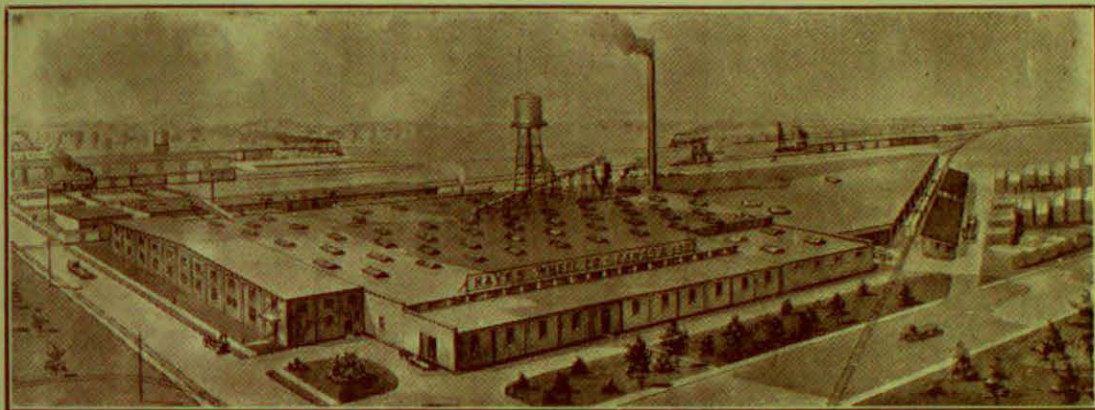
—MANUFACTURERS OF—

COLLAR PADS  
FOR HORSES

**TAPATCO**  
REGISTERED TRADE MARK  
BRAND

WORKING MEN'S  
COTTON GLOVES

## A LIVE CHATHAM INDUSTRY



**T**HE HAYES WHEEL COMPANY OF CANADA, LIMITED, incorporated in 1916, purchased the plant then known as The Chaplin Wheel Company, Limited, for the primary purpose of manufacturing Automobile Wheels and Rims for the Canadian and export trades.

During the late war, a large addition was built to the Chatham plant for the manufacture of munitions, and later was equipped with all modern machinery for the production of Automobile Axles.

Owing to the increased demand for Hayes products, it was found necessary to purchase, in 1922, the Drop Forge Plant of The General Forgings & Stampings, Limited, at Merritton, Ontario, to which point the Rim Division was moved from Windsor, Ontario, thus incorporating under one management, plants for the economical manufac-

ture of Wheels, Axles, Rims, Forgings and Stampings.

HAYES products are standard equipment on over 50% of all automobiles in use in the world today, the Company carrying on an extensive export trade to England, Ireland, Denmark, Norway, Holland, Spain, Argentine and Brazil.

Its employees number more than four hundred (400) and produce ninety thousand (90,000) complete wheels per month for The Ford Motor Company, General Motors of Canada, Limited, The Willys-Overland, Limited, The Durant Motors of Canada, Limited, The Gray-Dort Motors, Limited.

The officers are as follows:

C. B. Hayes .....	President
J. D. Chaplin .....	Vice-President
A. D. Chaplin ....	Secretary and Treasurer
Wm. Kistler .....	General Manager

### JACK PLEASANCE

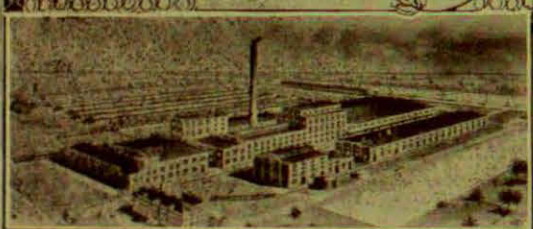
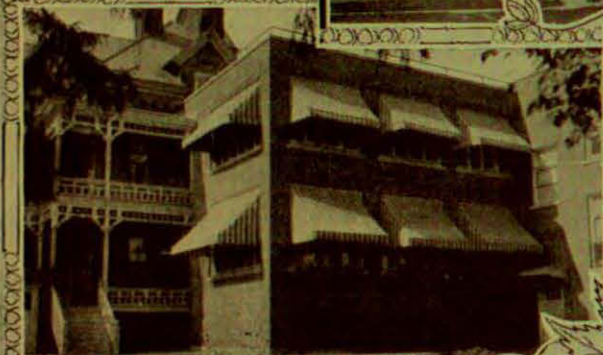
40 Years in Business—21 Years Proprietor of the Rankin House.

The human strata is something like the rock strata—you have to dig deep to get the granite and the precious stone. Jack Pleasance is the deep stuff—not on the surface. With a big heart and a desire to help the man who is down, Jack has paddled his own canoe right here in the swift current of King street for nearly half a century, but without trumpets—we will not say without horns, for in the old days Jack furnished good horns over the polished mahogany of the Rankin House. One was always sure of the real "Olde Mackie." Jack is one of the real old timers and lives up to his old reputation for honesty and good heartedness.





# If You Doubt Chatham's Future—C



1. Steamer "Thousand Islander" approaching Wharf at Tecumseh.
2. Carnegie Public Library.
3. Queen Mary Public School.
4. County and City Buildings.
5. Bell Telephone Building.
6. Hotel Sanita.
7. Thames River on Regatta Day.
8. Public General Hospital.

9. Showing West Side of Market Square.
10. Loyalty Day Parade, May 1st, 1924, Showing Boy Scout Section.
11. Central Public School.
12. Dominion Sugar Company Building.
13. A Beauty Spot, Tecumseh Park.

**H**ERE are some glimpses of Chatham as it is today. Elsewhere in this Souvenir, are some views of our community as it was in earlier days.

Humanity is prone to become pessimistic at times; and even in a live community like Chatham, pessimism sometimes rears its head.

We who stay with the city are so close to it that we do not realize how splendidly it compares with other communities of even greater pretensions; how much more alive it is than most of its competitors; and above all, how much more liveable.

But even those Chathamites who, in a long residence here, have seen little of rival communities, can measure the progressive spirit of their city by contrasting what it is today with what it was ten, twenty, thirty or forty years ago—or even further back.

All this modern, clean, bright, wide-awake liveable community has been built up by the efforts of its citizens and by no other agency from an Indian trail through swale and swamp and trackless bush.

The men who lived and worked in Chatham and laid the foundation of the community—not demigods, but mere fallible humans like you and me—when they jubilantly conned Henry Verrall's first census with its showing of 300 population, never dreamed

Courtesy P

# Contrast The Present With The Past



14. American Pad and Textile Works.  
 15. Chatham's War Memorial.  
 16. The Gray-Dort Motors, Limited.  
 17. A Residential Street, Victoria Avenue.  
 18. Victoria Park, Tourists' Camping Ground.  
 19. Chatham, the Most Southerly City in Canada

the Bell.

of the day when Chatham's population would total more than 15,000 souls.

The men who welcomed the first stage in 1828 assuredly did not imagine the first railroad that came only 26 years later; and most assuredly they never dreamed of a day when their little hamlet, reaching beyond their wildest imaginings, would be served by six steam or electric lines bringing their descendants into touch with every important community on the American continent.

The men who urged their weary horses over a rough road, muddy and full of jolting ruts, past shabby frame stores and log hotels, did not picture the day—not so very distant, as the life of a community is reckoned—when that same road, paved with

smooth asphalt, lined with tall brick blocks and handsome plate glass windows, would be crowded with swift-moving conveyances driven by the then undreamed-of power of gasoline.

The Chathamites who, appalled at the spectacle of ruin, turned out on a wintry night in 1868 to watch "old Pork Row" go up in flames, did not foresee the day when tall brick blocks would replace the shabby frame shacks then vanishing into ashes.

Since Abraham Iredell made his first narrow survey of the community, the tallow dip has given place to the oil lamp, the oil lamp to gas, and gas to electricity. To tedious foot-travel and slow-moving

(Continued).

*Celebrate Re-union Week With*  
**A NEW PIPE**

We are giving a twenty-five cent package of tobacco

**FREE**

with every DOLLAR PIPE purchased from us during  
the week just to show that we appreciate your patronage

**UNITED CIGAR STORES, LIMITED**

KING STREET

**CHATHAM**  
**HAS ONE** *Real Service Station*

GENUINE SERVICE FOR THE FOLLOWING:

*Westinghouse, Gray & Davis and Bosch. Connecticut Ignition,  
Prest-O-Lite Batteries, Mazda Lamps, and Brushes for All  
Makes of Starters and Generators.*

EVER-READY A & B BATTERIES ALL MAKES and SIZES  
MOTORS, STARTERS AND GENERATORS RE-WOUND  
GASOLINE AND OILS

**Chatham Battery & Electric Service**

145 QUEEN STREET.

PHONE 103

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To the Right!—  
24th Regiment, Arm-  
ouries and Tecum-  
seh Park as They  
Are Today.

---

Below — Tecumseh  
Park and the Old  
Barracks.

---



TECUMSEH PARK, 24TH BATTALION, 1870.



# The Best Gray - Dort Ever Built

**T**HE GRAY-DORT you can buy today at the Gray-Dort showroom is the best Gray-Dort ever built.

It has better parts than ever before were put in a car at its price. It has finer engineering design. The workmanship is of a class demanded only in cars costing much more. It is the most carefully inspected car on the market today. It has the finest rear axle ever put into a motor car.

These are but a few of the things which show how the new Gray-Dort management has revolutionized the building of motor cars. No man can stay in our organization if he considers anything but perfect work good enough for the Gray-Dort. He must work on EVERY car as if it were HIS own car.

Then why the amazingly low Gray-Dort prices? Simply because we must get recognition for the Gray-Dort as the best car in its class. Till that time Gray-Dort prices will remain low.

**GENUINE BALLOON TIRES**  
Optional at Slight Extra Cost.

**GRAY-DORT MOTORS, LIMITED**  
Chatham, Ontario

A Complete Line of Gray-Dort Fours and Gray-Dort Sixes.



## CHATHAM HORTICULTURAL SOCIETY WORKS FOR THE "CITY BEAUTIFUL".

(Continued from Page 33).

more attractive results can be accomplished.

The officers of the Chatham Horticultural Society for 1924 are:

Honorary President, Dr. Geo. T. McKeough.

President, James Innes.

Vice President, A. F. Falls.

Secretary, Fred Collins. Telephone 1081J.

Treasurer, James Simon.

Auditors, Harry Collins, W. Smith.

Directors, W. E. Rispin, F. W. James, Milton Bogart, H. J. Stevenson, Dr. Bryce Kendrick, Dr. C. C. Bell, W. R. Landon, M. J. Fultz, Geo. Sprague.

Ladies' Advisory Board, Mrs. A. A. Hicks, Mrs. James Innes, Mrs. J. P. Dunn, Mrs. Jno. Glassford, Mrs. Wm. Anderson, Mrs. C. B. Oliver, Mrs. D. McLachlan, Mrs. Spencer Stone, Mrs. Milton Bogart, Mrs. Bryce Kendrick.

In this connection, the gratitude of the public of Chatham is due to two active members of the society who though they have passed on have left their mark on the city—the late John Glassford, former president of the society, and the late John Davidson, for many years parks' supervisor.

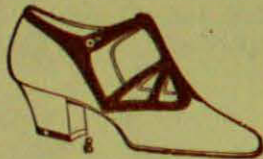


The Old 24th Regiment Bugle Band.

Right Insert, Geo. Ward, Left Insert, Wm. Wrigley. Top Row, Left Top.—Sj. J. LaFrancals, H. Jordan, E. Ion, Ray Moffatt, E. Custance, M. McCornock, W. Lapp, Bugle Major Wm. Plumridge, Scotty Lowe, S. Anquetil, Wm. Head, Geo. Johns. Centre—Fred Austin, Wm. Tucker, A. Wrigley, R. Turner, B. Bromley, Wm. Farby, Fred Jordan, Chas. Teft. Bottom Row—Chapman, T. Poole, Lyle Plumridge, Wm. Duff, B. Symmes, R. McGarry.

# Summer Footwear For All

Summertime, the season when every one is on the go, especially the younger members of the family. They'll all need new shoes for REUNION WEEK. The Old Boys and Old Girls, we hope, will need them, too.



## For Mother and Daughter

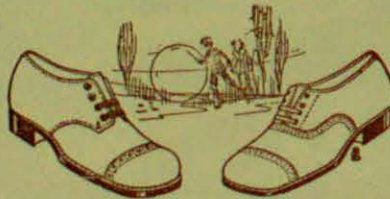
Fine Patent, Satin and Suede Slippers, cut out patterns, at

Prices from \$5.00 to \$10.00



## FOR THE KIDDIES

Patent Strap Slippers, from the first steps up to size 2, round toes, easy fitters.



Barefoot Sandals, soft elkskin and patent leather, brown calfskin, flexible soles, all sizes up to 2.

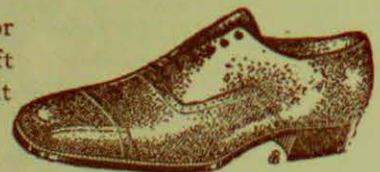
COME IN AND SEE OUR NEW CHILDREN'S SHOE DEPARTMENT



## For Dad and the Boys

Brown and Black Calf or Patent Leather Oxfords, soft kid high shoes, prices to suit all purses.

\$5.00 to \$10.00



# Hodges' Shoe Store

93 King Street.

Next Door to Standard Bank.

## When Kent Was Ravaged by Indian Warfare

---

**T**HE authentic history of Chatham does not begin till after the end of French dominion in Canada. Only the vaguest hints and traditions survive from the period of Indian occupancy and French exploration.

According to ancient tradition the Ontario peninsula betwixt Lake Huron and Lake Erie was once held by the Attiwandiron Indians—also known as the Neutrals, from the fact that they held aloof from the warfare betwixt the Huron tribes of Northern Ontario and the rising Iroquois power in New York State.

Doubtless prosperous Attiwandiron villages broke the monotony of forest and swamp; for the Neutrals could muster 4000 warriors. In historic times, traces of an Indian village were found on the Tobin and McGeachy farms east of McGregor's Creek, in Harwich township, close to the site of the present Maple Leaf cemetery. There are vague hints, too, of Jesuit missions planted in this territory.

Shortly after the first white men appeared, the Hurons and Iroquois formed a temporary alliance. They united their forces to exterminate the Attiwandirons. What is now Southwestern Ontario was ravaged by Indian warfare; the villages were wiped out; the powerful Neutral nation was exterminated.

There are some hints of later Indian settlements in this desolate territory. The Jesuits at one time had a mission near Clearville; and in 1790 traces of an Indian village, then recently abandoned, were found near Rondeau.

Such settlements, however, were merely transitory, and were all close to the Great Lakes. The interior of the peninsula, traversed by the Thames—known to the Indians as Eskuniseepi and to the French as La Tranche—was vaguely mapped and little known. A great expanse of soggy swamp

and hardwood forest, peopled by deer, bears, beaver and other animals, this territory was practically untraversed by white men till the closing years of the eighteenth century.

The early French explorers, Galinee, Dollier de Casson and La Salle, had explored the Great Lakes which bounded the peninsula, had mapped Longue Pointe, Point aux Pins and Point Pelee, and had given Lac Ste. Claire its name. These explorers were, however, in search, not of new lands in a new world, but of a water route to China.

It was not till Canada became British, and the American colonies won their freedom, that Southwestern Ontario received real attention from the white men, or saw the beginning of permanent settlement.

After 1759, the disbanded French soldiers who remained in Canada, many of them struck westward toward the Detroit river. Some of these men seem to have settled along the Riviere La Tranche, as it had come to be known.

A man named Parson had taken up a location on the south bank of the Thames, in what is now Raleigh township, and was residing there when his son, Edward, was born in 1790. This Edward Parson was probably the first white child born within the limits of the present County of Kent.

Parson was a "squatter". The earliest recorded land grant in the county was made to one Sally Ainse; the location of this grant was north of the Thames, in what is now Dover township. The government grant of this land was legal by virtue of a formal surrender of the territory by the Iroquois. This surrender is dated May 19, 1792.

It was in that year that John Graves Simcoe became the first governor of the new province of Upper Canada. Simcoe's ambitious projects gave the first impulse to permanent settlement in the vicinity of Chatham.





W. S. CAMPBELL

SALES and SERVICE

:

:

WILLIAM STREET

## Simcoe Planned to Make Chatham His Capital

**T**HE present City of Chatham owes its first impetus to John Graves Simcoe, first governor of Upper Canada. Simcoe was an old British army officer, and when he came to Upper Canada as governor in 1792, he saw that a renewal of hostilities between the United States and the Mother Country was inevitable.

Detroit was still held by the British, though handed over to the Americans a few years later. Simcoe's ambitious plans were all framed in contemplation of war which, however, was not to come for twenty years.

In 1792 the first parliament of Upper Canada met at Newark, on the Niagara frontier. Simcoe, however, wished to establish his permanent capital at a point less exposed to attack.

The year previous, at Montreal, en route

to assume his new duties, Simcoe had taken the trouble to carefully examine all the available maps of Upper Canada. These maps were necessarily very inaccurate, particularly those of the western part of the province. They showed, however, the River La Tranche as a deep and navigable stream extending far inland and constituting a vital factor in communication.

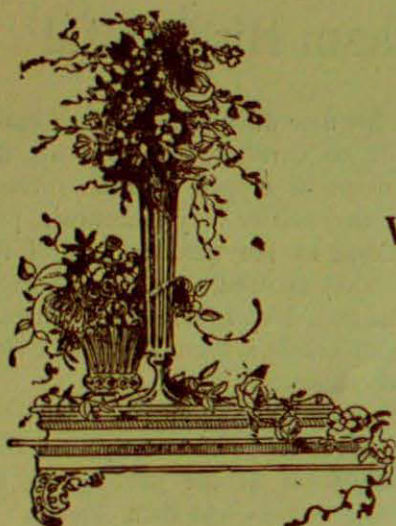
Simcoe visited Detroit and ascended the Thames in 1795. He had already, it seems, selected the point at the junction of La Tranche and what was then known as Clarke's Creek, as the site for his capital. The military branch, however, preferred Kingston. Simcoe, with a clearer vision of the possibilities of the practically unpeopled western portion of Upper Canada, held out for a capital in the western peninsula, Lon-

(Continued on Page 87).



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## Baker Built Gun Boats and Founded the First Family

**T**HE shipyard established by Governor Simcoe, at Chatham, in 1794, was in charge of William Baker. It represented the first industrial activity within the present city limits of Chatham.

The position chosen for the shipyard was the river flat on the Military Reserve, at a point just east of the present Tecumseh Park, and nearly opposite the foot of what is now Victoria avenue. The blockhouse stood on the high bank immediately above the flats; about midway between the present band stand and the river. The structure was of logs, furnishing a store room and sleeping apartments, and available as a fort if occasion demanded. Two small cannon were mounted at the blockhouse, commanding the river.

The saw pits were erected on the flats, apparently to facilitate the skidding of the timber, which was all hand-sawed, from the level. In 1795, some 23 workmen were employed in this shipyard. A payroll of the quarter from December 24, 1794, to March 24, 1795, shows the names of William Baker, builder; John Goudie, foreman, and 21 workmen—carpenters, blacksmiths, sawyers and laborers. Many of these were French-Canadians, presumably recruited from the French settlers along the river or at Detroit. Baker received 5s. 6½d. a day; Goudie 4s. the rate for carpenters and other skilled workers was 5s., and for the two laborers, 2s. 6d. Such was Chatham's first industry.

In the year or two following 1794, several gunboats were built in this shipyard, but it is a question if even one of them ever left the stocks, much less the river.

In 1812 the late John Toll of Troy, with some companions, berry picking near this point, came upon the decaying timbers of several vessels amid the brush and rank weeds on the river flats. Troy's companions told him that these were "Baker's boats". The late Daniel Fields of Harwich, a soldier of the war of 1812, who lived to be past ninety, told long afterward that the early settlers burned the timbers for the purpose of securing the iron—then

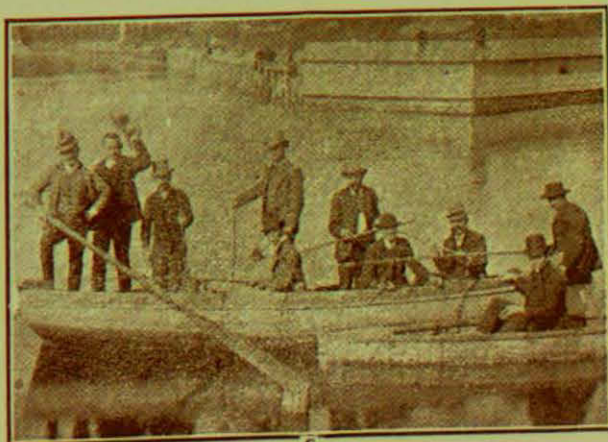
an extremely scarce and costly commodity—used in the construction of the gunboats.

As an inducement to come to Chatham, Baker, in addition to his 5s. 6½d. a day also received a land grant from the government of the property in Chatham township, just east of the present city, which was later known as the Eberts farm. Baker was a man of considerable standing in the ship-building trade, having held a responsible position in the British navy yard at Brooklyn before the American Revolutionary war. He appears to have spent some years here, and in 1810 his daughter, Anne, married Joseph Eberts. From this union sprang the Eberts family, long prominent in the affairs of Chatham.

Baker's grandson, William D. Eberts, was a conspicuous figure in the pioneer settlement at Chatham, engaged in the shipping and shipbuilding trade, and one of the builders of the Eberts block, which still stands.

So that the Eberts family may fairly claim to be the first family of Chatham. Their ancestry dates back to the very beginning of the community in the days of Governor Simcoe.

BASS FISHING IN THE RIVER, JUNE, 1884.



Harry West, Girt Dolsen, Jack Smith, Ben Coyne, Tim. McCarthy, Jack Pleasence, Art Brury, Ed. Ward, Mike McCarthy and Jack Liddy.

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# Robert Milner

Has Been Continuous-  
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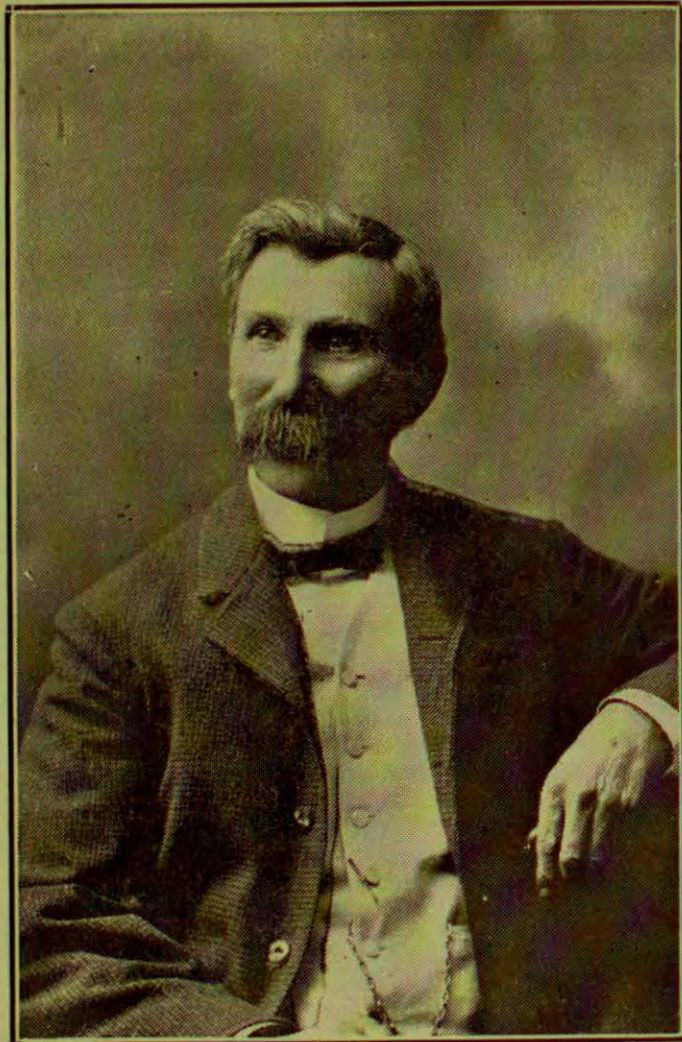


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CHATHAM ONT.



## Abraham Iredell Surveyed Original Town of Chatham

**T**HE original Chatham town site was surveyed in 1795 by Abraham Iredell, deputy surveyor. Early in that year an area of 600 acres at this point was set aside by the Governor-in-Council as a town plat and military reserve.

The original town site comprised Lots 1 and 2 in Harwich and Lot 24 in Raleigh. A portion of this area was surveyed by Iredell in the same year, the survey covering 113 lots of one acre each. The ground covered by Iredell's survey is the double tier of lots commencing at the eastern boundary of the present city and extending between Water street and the present Stanley avenue to William street; then the double tier of lots between Murray and Colborne streets to the eastern boundary; then, south of the Creek, the double tier of lots between Wellington and King streets from the eastern city limits as far as the present Lacroix street.

Thus Iredell's original survey pretty well followed the natural line of the river and the creek; and property holders in this area—the "old survey"—have the distinction of owning territory within the limits of the original townsite.

The map covering this survey which bears date November 1, 1795, shows the jail and market blocks reserved as such. It also shows a block bounded between King, Third, Wellington and Forsyth streets reserved for church purposes. This latter church reserve was later exchanged for the unsurveyed block bounded by Adelaide, Murray and Prince streets and Stanley avenue, which is still known as the "Glebe Lands", and which passed

out of church possession little more than 12 years ago.

The military reserve, now Tecumseh Park, was thus the centre of the community as originally planned, and Iredell's map shows Baker's blockhouse on this reserve. The map also shows on Lot 50, at the eastern boundary of the survey, a small hut built by Meldrum & Park of Sandwich, for the purpose of trading with the Indians. This log shack seems to have been the first trading post in Chatham. In line with this trading post a primitive bridge spanned the creek, then known as Clarke's Creek.

The higher lands surrounding these outposts of civilization were covered with heavy timber, elm, walnut, black ash and sugar maple, while much of the present South Chatham was swale and swamp.

Within a few years of the survey, some 30 of the lots were sold or granted by the crown. In 1798, Lot 17 was granted to Surveyor Iredell; in 1801, Lots 87 and 88 were granted to Alex. and Charles Askin. Most of the other patents bear date 1802. With

(Continued on Page 81).



Iredell's Survey Provided a Market Site—Here is the Market as it was at a Later Day Before the Present Market Building was Erected.

# YOUNG'S

206 Queen Street



# BAKERY

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CHATHAM, ONTARIO

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THE ANSWER IS YES  
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GOOD BOOKS AND FINE STATIONERY  
SOUVENIRS, POST CARDS, PENNANTS

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## Stirring Days When War Visited the Site of Chatham

ON the night of October 3, 1813, Tecumseh and his Indian warriors camped under the shade of Iredell's apple trees, and on the Military Reserve beyond. Barclay's little fleet on Lake Erie had been captured by Commodore Perry; the British and Indians had abandoned Detroit; and a disastrous retreat, culminating a few days later in the catastrophe of Moravian-town, was in progress. The same night the British vanguard camped on the Eberts farm, on the north bank of the river; the British rear guard was at Cosgrave's.

The British General, Proctor, reluctantly yielding to Tecumseh's insistence, promised his Indian ally to make a stand. The spot selected for defence was the military reserve. Here a bridge, from what is now the site of Malcolmson's store to the park point spanned the creek. "Here", said Proctor, "we will either defeat Harrison or leave our bones". Tecumseh viewed the scene with mournful satisfaction. "This is a good place", he remarked. "It reminds me of my village at the junction of the Wabash and the Tippecanoe".

Next morning before dawn, however, Proctor went ahead with the baggage; and by mid-day of October 4, the British were in full retreat. Tecumseh, with several hundred Indians stood their ground, disputing the passage of the bridge with Harrison's Kentuckians. The Indians opened a heavy

fire, from the bridge and from the north bank of the river, upon the American advance guard. Harrison, believing that the entire British force was opposing him, halted and formed his forces in battle line, and brought up two six-pounders to cover the party sent forward to repair the bridge. The fire of the guns forced the Indians to withdraw, after first firing the bridge and setting fire also to Baker's blockhouse.

In this, Chatham's first and last battle, two Americans were killed and four wounded, in the early fighting near the present Bank of Montreal site. The Indians left two dead, one a chief, on the point, who were buried at the time by sympathetic settlers, and later re-interred with Indian rites on the north bank of the river near the corner of what is now Grand and VanAllen avenues.

A little further up stream, near the present C. P. R. bridge at Pikeville, the British bateaux, which had accompanied the forces  
(Continued on Page 81).



Today Chatham's Bowlers Enjoy Their Favorite Sport on the Ground Where Tecumseh and his Indians Made Their Stand in 1813.



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**Proprietor**

## McGregor's Creek Was First Known as "Clarke's Creek"

**I**N 1792 one Thomas Clarke, previously resident in Dover township, undertook the erection of a grist mill on the stream later known as McGregor's Creek. The frame of this mill seems to have been erected in 1795, as Governor Simcoe, who saw it, refers to it in some of his letters as a peculiar and unique affair. Square in form it was built of logs, which, though rough-hewn, were left in their original lengths.

At the erection, which was effected by the usual "bee" stimulated by a great deal of whiskey, the settlers commenced to trim off the ends of the logs to the proper length; whereupon Clarke said, "Never mind, boys. Let them hang over at the rear corners." In the end, the tail butts of the logs were left hanging over on all sides, and the completed mill was little better than a shell composed of these logs, a roof thatched with bark laid on poles, and a floor on which rested the mill stones and other machinery. Grain and meal lay in dirty heaps, through which squirrels and other small animals scampered.

"Tom" Clarke was as unique as his mill. His huge, ungainly figure, his No. 12 hob-nailed boots and his 5-foot cane were well known throughout the country. Clarke had a weakness for calling on the women at the widely scattered farm-houses and indulging in afternoon tea, accompanied by much small talk. As tea was scarce and expensive, these requisitions were hardly popular.

Clarke's mill was actually running in 1797, preceding by a few years the operation of Christopher Arnold's famous mill further up the Thames. Clarke, however, fell into debt, was ultimately thrown into Sandwich jail, and his mill was taken over by his creditor, John McGregor of Sandwich, a shrewd, forceful Scot.

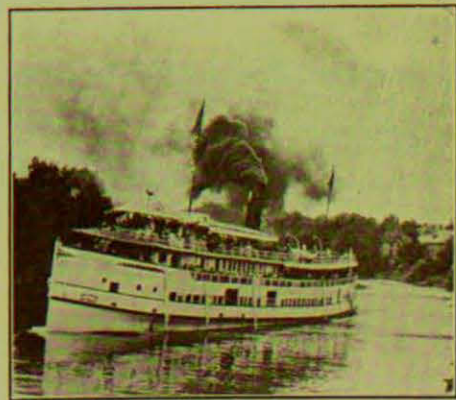
McGregor was for several decades the dominant figure of the little settlement. In

1808 he erected a new mill further up the creek. This he operated till, in 1813, it was burned by the Indians in their retreat. After the Peace of Ghent, the undaunted McGregor rebuilt his mill—in 1818—and around it gradually clustered a small settlement; while the isolated pioneers, clearing their holdings in the bush, came many weary miles to grind their grist and to trade at the store later erected at "McGregor's" or "Chatham Mills", as the locality came to be known.

In those days there were settlements further down the river, notably at McCrae's and Dolsen's and near St. Peter's church, where a small chapel and mission had been established. There were a few settlers, also, along Lake Erie; and in 1804 Lord Selkirk had established his famous settlement at Baldoon, which in 1812 was raided by predatory Americans under "General" McArthur.

John McGregor and his son Duncan, carried on the milling business for many years, and later Duncan McGregor erected the first steam saw mill in the flats. Those were the days when elm, black ash, oak and walnut that had been growing for centuries fell before the axes of the pioneers; when the finest hardwood timber ever cut in Canada sold

(Continued on Page 73).



Did You Take Part in This Jolly  
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Detroit?

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*Hot Air Furnaces and Boilers*

All Kinds of Built-up Roofing  
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Distributors of Pasteurized

## Milk, Cream and Buttermilk

MANUFACTURERS OF SILVERWOOD'S BUTTER

## ICE CREAM

222 Raleigh Street.

Chatham, Ont.

## Beginnings of Permanent Settlement At Chatham

**F**OLLOWING the War of 1812, the Chatham townsite seems to have been completely abandoned. Baker's block house had been burned in the retreat to Moraviantown, as had McGregor's Mill; the creek bridges had been fired, but repaired by Harrison's men. Iredell's log shack still stood among the old surveyor's apple trees.

McGregor's return in 1818 was the first step toward permanent settlement; but McGregor's activities were all beyond the eastern limit of the townsite. The first permanent settler within the present city limits was Will Chrysler.

In 1820, Chrysler, who had been living at Dolsen's, some miles further down the Thames, moved to Chatham and built a log house on the spot now occupied by Dr. Holmes' residence. Chrysler cleared the ground above and below this site, and farmed successfully, in 1822 raising no less than 2000 pounds of tobacco from an acre.

New settlers came in. That same year, 1822, besides Chrysler's phenomenal tobacco crop, saw the building of Chatham's first church. That was St. Paul's (Anglican). It stood near the eastern end of Stanley avenue, between what is now Victoria Park and the river. Here Mr. Morley, the Anglican missionary at Sandwich, held occasional services. Later, he became the first rector, and took up his residence in the settlement.

The log huts of the early settlers were erected chiefly along the south bank of the river, or along McGregor's Creek.

Opposite the military reserve, an historic spot in those days was the grove of sugar maples near where the Fifth street bridge now stands. Here, prior to the erection of St. Paul's church, missionaries occasionally held divine service for the benefit of the hard-drinking and horse-racing pioneers; here they christened the "olive branches" of the new settlement, and administered the sacraments. Here Indians resorted to trade, and, on some occasions at least, to

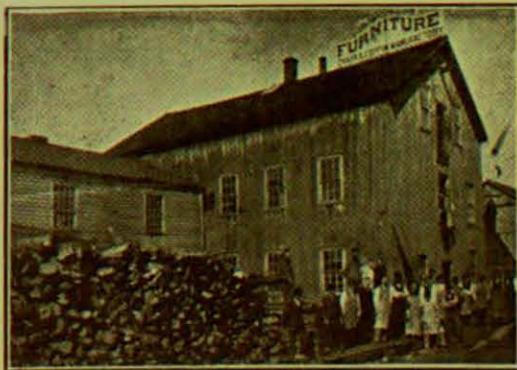
receive their annual presents from the government; and here took place, under a thorn tree, the six days' polling of that early election which sent Joshua Cornwall, the celebrated "silent member", to the Legislative Assembly. Later the miller, John McGregor, was returned at a similar poll. Election trials and disqualifications were then unknown; and the free and independent electors declared their choice by word of mouth and recompensed themselves by getting drunk at the expense of their favorite candidate.

On this site amid the sugar maples, there was erected, in 1830, the pioneer store. Stephen Brock, a grain buyer, previously in business at McCrae's, built this store and for years carried on the business. It was, according to tradition, the first frame building in Chatham, and was deemed a most pretentious structure.

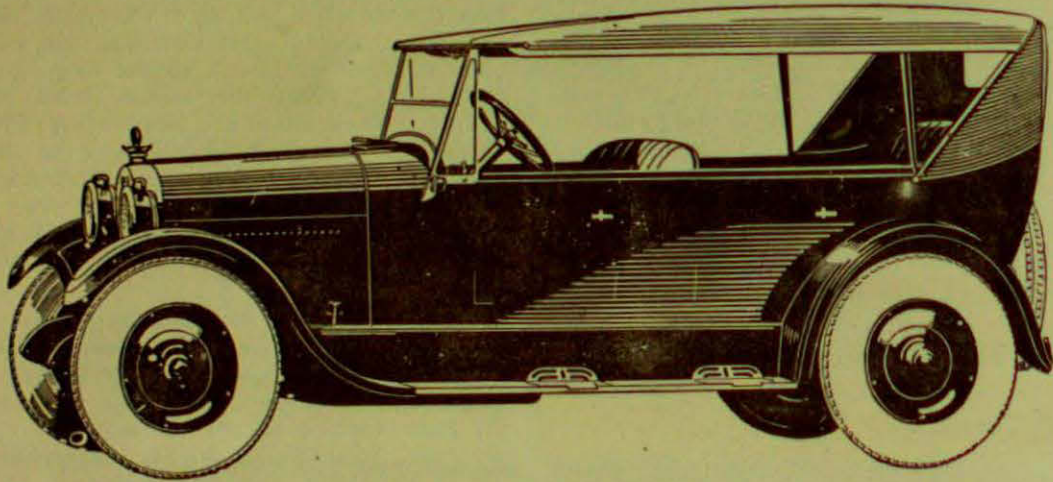
A little later, in a log house at the corner of King and Fourth streets, Claude Cartier started the first tavern—a hostelry famous in even later days for its 3-cent drinks of corn whiskey and its 12½-cent meals.

By the middle 30's, the settlement had grown. The first census, taken by Henry Verrall at the request of the principal men of the village, showed a population of about 300.

(Continued on Page 75).



Coltart & Neilson Furniture Factory Was One of Chatham's Early Industries.



**Balloon Tires now standard  
equipment on passenger  
cars without extra cost.**

**Trained for twenty years to do things well, Reo workers  
have acquired a pride of craft which has no  
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**Thus is Reo Quality safeguarded and perpetuated!**

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Windsor, Ontario.**

## When People Travelled by Steamboat and Stage Coach

**A** HUNDRED years ago, Chatham relied almost entirely on the river for communication with the outside world.

In 1828 the first steamboat to ascend the Thames, the "Argo" of Windsor, Capt. Burtis, arrived at the settlement on August



1. Within a couple of years, however, the "Western", a Chatham-built craft, was constructed on the flats east of the present Pere Marquette bridge by Duncan McGregor, and put on the route between Chatham and

Amherstburg. The "Western" was a vessel of about 50 tons and 25 h.p. In 1832 or 1833, was built in the same shipyard the steamer "Thames" of 200 tons and 25 h.p.. In "Thames" was a popular lake boat, running between Port Stanley and Buffalo, until burned by the rebels at Windsor in 1838.

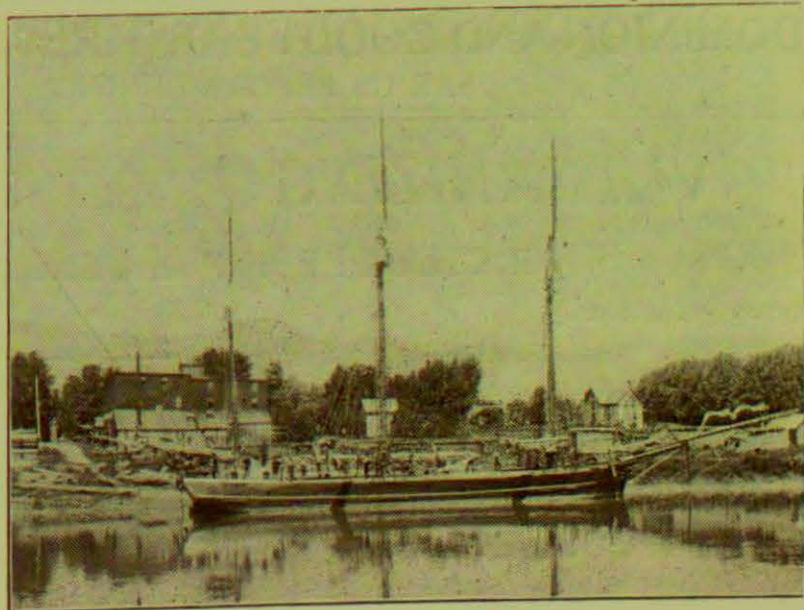
The "Cynthia McGregor" of 100 tons and 40 h. p., also built here, ran on the Chatham - Amherstburg route for several years, but was ultimately burned.

Of the numerous steamboats built at Chatham in those early days, the finest was the "Brothers", of 150 tons and 45 h. p., completed in 1839, by W. & W. Eberts, their shipyard being on the creek at about the foot of the present Sixth street. The "Brothers" ran for many years on the Chatham and Detroit route. On this popular steamer many hundreds of the pioneer settlers of the community first arrived here, Capt. Walter Eberts trusting not a few of them for their fares until, at some date more or less vaguely fixed, they might be able to recoup him.

The first wharf was built by Stephen Brock near the creek mouth, immediately in the rear of the old Merchants' bank.

Meanwhile, the stage-coach had come. In 1827 one Chauncey Beadle obtained from Parliament a charter giving him the sole right for 21 years to run covered stages between Queenston and Sandwich, the fare not to exceed three-pence a mile. Among other Chatham men, William McCrae, M. P., and his son, Thomas, later police magistrate, were financially interested. It was

(Continued on Page 75).



Two Views of Shipping on the Thames in Earlier Days.

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CIGARETTES

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B.B.B., G.B.D.,  
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## Municipal Self Government Brought Period of Expansion

**P**REVIOUS to 1840 what is now Chatham formed portions of the adjacent townships. The Municipal Act of 1841 widened the powers of the township authorities, and resulted in the commencement of such municipal services in the "village" as ditching and drainage, till then unheard of. The same measure led to the formation of the first hook and ladder company, an organization which enjoyed high repute even outside the county.

The Municipal Act of 1849, however, marked the beginning of a new and larger epoch. Under that act the first village council was elected in 1850, with George Witherpoon as reeve; and Chatham Fire Company No. 1, was reorganized out of the Chatham Fire Brigade formed in 1848.

Chatham had by that time grown in population to 2000; and this growth, coupled with the new powers conferred by the Municipal Act, resulted in the launching of larger municipal enterprises. The new Central school was built in 1854. The new jail and court house were constructed in 1851. About the same time the first bridge across the Thames, at Fifth street, was taken over from the government. In 1853 the new public market was instituted.

With the Great Western railroad in 1854, came a period of expansion. Big ideas were in the air. Unlike most new communities, Chatham never suffered the rapid inflation and painful collapse characteristic of a "boom", but in a lesser way the era of expansion, with its many new activities

that have since been amply justified, brought its minor drawbacks.

One of the costly mistakes of that era was the backing by the municipality and the citizens of a number of plank road ventures, which made large promises of revolutionizing transportation and living conditions in this part of Canada. The Chatham, Rondeau and St. Clair Plank Company, and the Chatham and Camden Plank Road Company not merely got the ear of the individual speculator but dug substantially into the corporation treasury.

The too generous grants made to these wildcat ventures left Chatham subsequently with a debt of more than \$100,000 to the Municipal Loan Fund, in return for which the people were mulcted in heavy tolls and received practically no benefits.

The year 1855 saw the incorporation of Chatham as a town. The first town councillors were A. D. McLean, Archie McKellar (afterward a Provincial cabinet minister and later Sheriff of Wentworth), Thomas A. Ireland, Joseph Northwood (later a Senator), John Smith (later M. L. A.), John Waddell, John S. Vosburg, R. S. Woods

(Continued on Page 83).



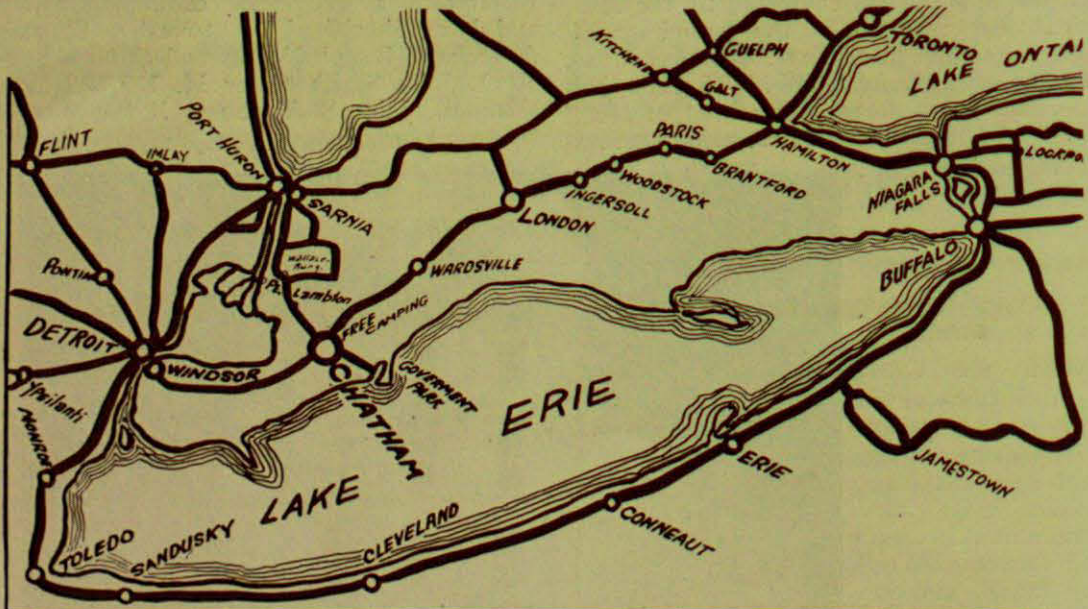
The Court House Was Built in 1851.



## A NEW PARISH CHURCH IN NORTH CHATHAM.



Blessed Sacrament  
R. C. Church  
Built 1922-23.  
Stands on the Old  
Malcolmson Prop-  
erty, East Victoria  
Avenue.  
Rev. Fr. Dignan,  
Pastor.



### CHATHAM, THE COMMERCIAL AND INDUSTRIAL CENTRE OF SOUTHWESTERN ONTARIO

Situated in the very heart of one of the richest sections of wealthy Ontario. Prosperous towns and villages surround it. Railroads radiate in all directions from the city. Cement highways lead from the city to the north, south, east and west. Hydro Electric for light and power and natural gas for heating at moderate rates. Chatham is an ideal residential city where the great majority own their own homes. A liveable community where real opportunities await enterprise.

## McGREGOR'S CREEK WAS FIRST KNOWN AS "CLARKE'S CREEK"

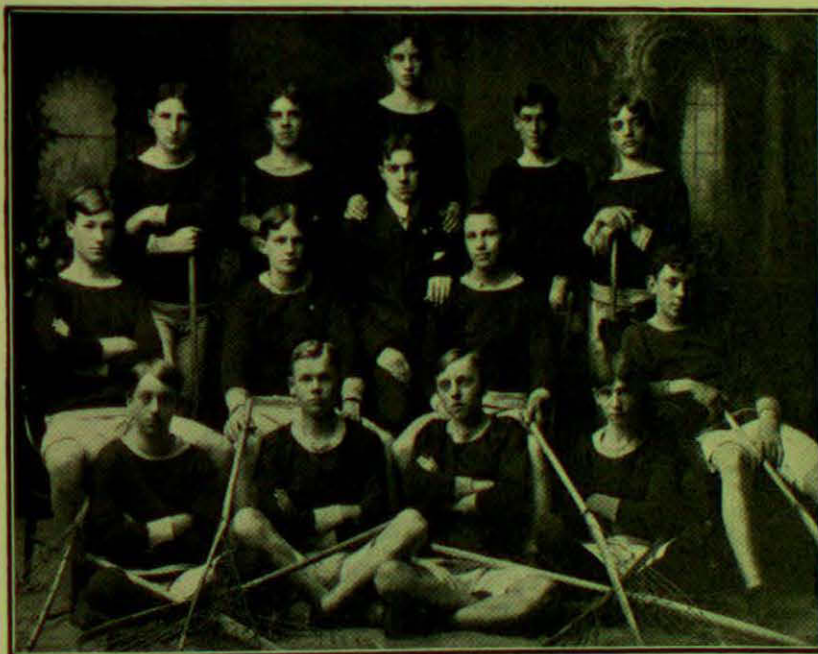
(Continued from Page 65).

for 50 cents a log; and when the lumbering business momentarily stimulated the growth of the new settlement.

John McGregor, the father of industrial Chatham and the dominant figure in the community, thrice represented Kent in the

Parliament of Upper Canada. The dirty, unprepossessing tributary of the Thames, which, first known as Clarke's Creek, came to bear McGregor's name, is hardly the most fitting memorial to the canny Scotsman's strenuous, hard-fisted but useful activities.

MAPLE CITY JUNIOR LACROSSE CLUB, 1904.



C. E. Stringer, Harry McCosh, Perce Chinnick, Xavier Mays, Ike Bounsell, Jim Boyd, Tracy Waddell, O. K. Lawson, Fred Bennett, H. Pritchard, Ingram Taylor, Fred Munroe, Jack Northwood, C. B. Sheldrick.

## IF YOU DOUBT CHATHAM'S FUTURE, CONTRAST THE PRESENT WITH THE PAST

(Continued from Page 49).

water transport by sail has succeeded the steam boat, the wheeled vehicle, the government stage, the steam railroad, the electric road, the automobile. Where the old surveyor in his log hut read by the light of a tallow dip, the poorest citizen of the community he surveyed, today has Niagara Falls to light his page.

Miracles have been accomplished in little more than a hundred years; and most of these miracles by the agency of human inventions undreamed of at the beginning of that period. For the man who works with

high courage, and the community that sets itself resolutely to the tasks of progress and betterment, not merely do the logical and expected render assistance, but the totally unexpected.

The record of the past clearly shows that the community of Chatham has every right to face the future with confidence. Results of earnest effort and downright hard work may not be immediate, they may seem slow in coming—but the lesson of the years is that those results are not merely sure, but many times larger than the workers have any reasonable right to anticipate.

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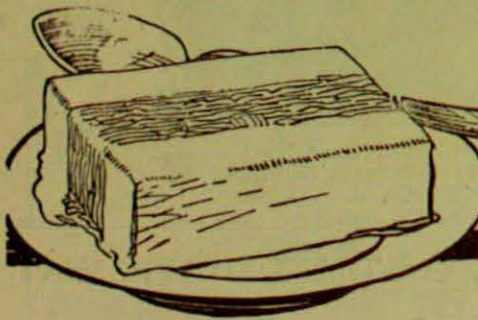
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**and see us in our new  
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Everybody says it is the  
Most Delicious Soda in  
town, and it will cost you  
only a few cents to find out  
why. We use only Pure  
Fruit Juices, Rich Cream  
and Sparkling Soda Water.

**Chatham Candy  
Kitchen**

## *C. P. R. Hotel and Lunch Counter*

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OPPOSITE C. P. R. STATION  
McKELLAR & DOHERTY, PROPRIETORS  
CHATHAM, ONT.

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Open Day and Night.

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**QUICK SERVICE.**

## BEGINNINGS OF PERMANENT SETTLEMENT AT CHATHAM.

(Continued from Page 67).

The Chatham of that day was hardly prepossessing. King street, forming part of the London or Tecumseh road, was little better than a decent trail, full of holes and stumps, following the winding course of the river, and barely passable for wheeled vehicles.

Within the town plot little of the land had been even cleared. Along the river as far east as Fourth street, the land was under cultivation; thence on the river side to Fifth street, was largely a sugar bush; and the square between King, Wellington, Fifth and Fourth streets, now solidly built up, was an open common. The "military ground", now Tecumseh Park, was under

crop; a few other spots near the present market were cleared and producing.

Beyond Sixth street the winding road trailed along the creek to McGregor's Mills, and then plunged into the "bush". The school lands were mere forest; a large swamp lay along Wellington street over which the children, going to the little frame school on the site of the present Central, picked their way, in wet weather, on logs and rails. Toward the south the land was nothing but black ash swale. Except for "Brock's Corner" at Fifth street, the creek bank between Fifth and Sixth streets was still a sugar maple bush. The present North Chatham, cut off from the settlement by the unbridged Thames, had one inhabitant—a colored man named Croucher.

## THIRTY-FIVE YEARS AGO.



Do you remember the famous baseball contest between the Daisies and the Dandies—the old business men of Chatham and the business men not quite so old. Before the ball game the band, all in costume, paraded up and down King street, and then had their pictures taken in the rear of the Hotel Garner. The seven outstanding figures are: Sam Perrin, Harry Northwood, Phil Coate, Geo. Merritt, Percy Skey, Walt Scane and Archie McFie, the dry goods man. In the background, barely discernible are O. L. Lewis and Frank Broderick.

## WHEN PEOPLE TRAVELLED BY STEAMBOAT AND STAGE COACH.

(Continued from Page 69).

not till 1828, however, that the "stage", carrying His Majesty's Royal Mail and heralded long in advance by the resonant post-horn, tore into the village.

With the advent of the stage, the post-office for the settlement, previously located at McCrae's, was transferred to McGregor's Mills, or the Chatham Mills, as they had come to be known. The post-office, with Duncan McGregor, the miller, as post-master, was known as "Raleigh P. O.". It was not until after 1843, long after the community itself had definitely assumed the name, that the post-office at this point was officially known as "Chatham".

Shipbuilding, the first of Chatham's industries, continued throughout the first half

of the nineteenth century to be one of the most important. Small local industries gradually sprang up, adding to the importance of the community. These included a couple of primitive tanneries, a steam saw mill, and—in 1836—a distillery erected on what is now Colborne street, by one Roger Smith.

In 1854, with the opening of the Great Western Railway between Suspension Bridge and Windsor, a new and rapid form of communication with the outside world was established. The railroad put a more or less definite period to the romantic days of water transportation and the stage coach, and in course of time completely changed the character of the young settlement.

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# Harry A. Andrew

## GROCER

*One of Chatham's  
Old Boys*

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## CHATHAM HAS ALWAYS PLACED EDUCATION IN FOREFRONT.

(Continued from Page 17).

state of the school led to the building of the present Queen Mary School. So rapid was the growth of the city and of the school population that in a few years Queen Mary School had to be extended.

While the Chatham Collegiate Institute attained high standing throughout the province and gave admittedly excellent preparation for the professions and excellent cultural training for all pupils, the fact came to be recognized by the public generally that the great mass of public school graduates destined to enter trades or business were entitled to practical training. Out of this conviction came the establishment of a commercial department at the Collegiate Institute; whose popularity has been attested by a continuously large attendance.

Still later, a beginning was made in the line of vocational training, a few rooms at the Central School then not required for public school classes being utilized for this purpose. In addition to the day vocational classes, special night classes in various lines have been conducted for some years, with a steadily increasing patronage; while the public school classes have been supplemented along practical lines by the introduction of manual training and domestic science. In the past few years a great deal of valuable

work has been accomplished which has given the city the nucleus of an excellent vocational school; which, however, still lacks adequate accommodation.

To enumerate the men and women who as teachers have contributed to the work of education in Chatham would be impossible in limited space. The late James Brackin and Miss Abram, at McKeough School, have already been mentioned. It is noteworthy that in the last 40 years the Collegiate Institute has had only three principals, the late J. Douglas Christie, D. S. Paterson, and W. J. Twohey, who recently completed his twentieth year of service as principal, and has been something like 40 years connected with the institution. The Central School owes a great deal to the work of J. W. Plewes, who became principal in 1900, and to his successor, Harry Collins; while A. A. Naylor has been for a number of years the efficient principal of Queen Mary School.

St. Joseph's Separate School, on Cross street, was erected in 1873, and was after many years of service succeeded some 10 or 15 years ago by the present structure, just east of the original school, which is now St. Joseph's Hall. More recently, with the establishment of the Blessed Sacrament Church in North Chatham, a second Separate school was built on Victoria avenue.



McKeough School Boys' Brigade Band.—An Organization that Made Itself Famous in the Days of Principal James Brackin.

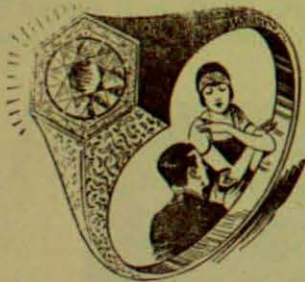
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No. 2—Queen Street at G. T. R. No. 4—Thames St. at Victoria Ave

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212 Queen Street, Chatham, Ont.

## SOMETHING ABOUT CHATHAM'S EARLY FIRE-FIGHTING FORCES.

(Continued from Page 13).

old time fire companies, and for a time there was a standing prize of \$5 for the company first to reach a fire.

Equipment was primitive. The first fire fighters consisted merely of a bucket brigade, with crude hook and ladder equipment. The first fire engine, purchased in 1848, was worked by man-power; and it was this engine which vainly wrestled with such conflagrations as the bridge fire of 1854 and the Pork Row fire of 1868. The latter disaster seems to have stimulated a demand for better equipment; since shortly after, in 1870, the first steam fire engine was purchased.

With the summons of the fire bell, the firemen jumped for their uniforms and donned their bright-buttoned red jackets and hard leather helmets. The nearest team of horses was impressed into service, and on reaching the fire the hose was run to the river or to one of the water tanks provided for that purpose. Then the lusty volunteers manned the pumps.

On the old volunteer fire brigades, the chief was elected, usually for two years. John Skelly, the village blacksmith, was one of the first fire-chiefs. Rufus Stephenson, later mayor and M. P., was chief in the early 60's, and William Young, later mayor and subsequently chief of police, was one of the first fire chiefs after the steam fire engine came into use.

In November, 1880, largely through the instrumentality of Warren Lambert, the first paid fire department was formed. This department originally had its headquarters at No. 2 fire station in North Chatham; in April, 1881, they moved to the present fire hall.

Since then the equipment has been steadily improved, keeping pace with the demands of a growing community.

A modern waterworks system with instantaneous fire pressure available rendered the old steam fire engine unnecessary; a modern fire alarm system superseded the watchman in the tower; and in recent years the fire department has been completely motorized and the prancing horses of an earlier era turned out to graze.

Incidentally, the old Chatham Engine Works, conducted by the firm of Hyslop & Ronalds, was famous throughout Canada for its fire engines. The buildings, still standing on the east side of Adelaide street, just south of McGregor's Creek, were erected in 1867-68, and here the first Chatham Steam Fire Engine was built. The firm carried on a prosperous business for many years, but ultimately a dispute with the municipality regarding a proposed bonus led to the removal of the plant to Brussels, Ontario. In its great days, however, the Hyslop and Ronalds enterprise advertised Chatham far and wide by its output.



The Old St. Joseph's Church.

### ST. JOSEPH'S CATHOLIC CHURCH, BUILT 1847

On a plot of ground received from the government, by the parishioners. The timber was cut from the neighboring forest, stone was brought from Amherstburg, and the brick was made in a small brickyard where now stands St. Joseph's Hospital. Between 25 and 30 families formed the nucleus of the present congregation of over 600 families who today worship at the present magnificent temple on the same site, at the corner of Wellington and Queen streets.



# PAST *and* PRESENT



Stanley G. Thomson      Gordon J. Thomson

**How the Thomson Twins Appeared at the Last Old Boys' Reunion, 20 Years Ago.**



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**Auctioneer and Insurance Agent**  
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## ABRAHAM IREDELL SURVEYED ORIGINAL TOWN OF CHATHAM.

(Continued from Page 61).

the exception of a few lots granted to M. Burwell, surveyor, in 1824, probably in payment for his services, no further grants seem to have been made till about 1830.

Iredell's own lot, No. 17, doubtless selected for its clear view of the river, was the southeast corner lot at the junction of William and Water streets, a little east of Baker's shipyard. Here, about 1800, Iredell planted the first orchard in Chatham, and built a log house. Ninety years later, a few

ancient apple trees, ten feet in circumference still survived. On this historic spot, in that same year, 1800, Iredell, as returning officer, proclaimed the return of Thomas McCrae, Sr., as "Knight of Kent, with sword, etc."—or, in modern parlance, as member for Kent.

Iredell spent here the last years of his life. The father of Chatham—as Iredell may justly be called—was a popular figure among the scattered settlers. He passed away early in 1812, a few weeks before the outbreak of the war with the United States.



W. B. Wells, Capt., Harry Pennefather, Eddie VanAllen, Harry Ball.

## STIRRING DAYS WHEN WAR VISITED THE SITE OF CHATHAM.

(Continued from Page 63).

in their retreat, were fired and abandoned, with most of Proctor's ammunition. A few days later Tecumseh, abandoned by his British ally, fell fighting at Moraviantown.

There seems to have been fighting also on that memorable fourth of October, 1813, further up the creek, at McGregor's Mills, east of the town limits. Here at the mill dam was a bridge, which the Indians destroyed. Colonel Johnson's mounted Kentuckians, however, forded the shallow stream, several

Americans and some horses being killed in the attempt. A year later John Toll and another boy from Raleigh who were hunting squirrels, found the body of one of the fallen men under some brush.

The mill at this point, like the blockhouse, was fired by the Indians in their retreat. But at Arnold's Mills, further up the river, Tecumseh himself lingered behind to save the mill from his followers, knowing its importance to the scattered settlers.

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## MUNICIPAL SELF GOVERNMENT BROUGHT PERIOD OF EXPANSION.

(Continued from Page 71).

(later junior county judge), and John Winter. A. D. McLean, elected by vote of his colleagues, was the first mayor of Chatham. Coincident with the incorporation of the town, Chatham was extended to practically its present municipal limits.

In 1895, the population having meanwhile increased to between 9000 and 10,000, Chatham was constituted a city. The formal inauguration of the community into cityhood was celebrated on July 1, that year. Manson Campbell was mayor when Chatham became a city. Chatham's advent to cityhood, just like the advent of the community to a municipal status, was followed by a period of marked expansion and improvement, the most noteworthy features of which were in-

dustrial development on an unprecedented scale, a marked growth in population, and the inauguration—and, in the intervening 20 years, the practical completion—of a system of permanent pavements.



Many Old Boys Will Recall "Old Moore".

## WHAT KING STREET LOOKED LIKE JUST BEFORE CONFEDERATION.

(Continued from Page 9).

Farmers' Exchange", Mrs. Courtillet's notion store, Dr. Pegley's drug store, and John Degge's grocery. At the bend was the Post-office block, in which H. F. Cumming, Geo. D. Ross and Donald McNabb conducted three of the leading stores of the community. The post-office was in the rear of McNabb's store, the postmaster in those days being the father of Samuel Barfoot, who was himself postmaster of Chatham till quite recently. Entrance to the post-office was through the "Post-Office Book Store," then conducted by P. C. Allan, with whom the late James Holmes was then a junior clerk. At the corner was Ed. Roche's "Terrapin", then a popular resort.

Beyond Fifth street was the Royal Exchange, for many years reckoned Chatham's finest hotel. David Walker, the owner of the Exchange, closed it in 1865, having taken over the newer Hotel Rankin; and though it re-opened later under other management, its glory had departed. It survived till the

fire of February, 1899, when it was replaced by the present Victoria block.

West of the Royal Exchange came the drug stores of Dr. Rolls and Dr. Cross, Robert Cooper's telegraph office and book store—now Garen's—J. and W. McKeough's hardware store, Wm. Green's confectionery, Kenneth Urquhart's grocery, Geo. Winter's hat store, and Thos. Stone's dry goods store, then the largest dry goods store in the town. On the corner was the new Hotel Rankin.

On the present post-office site was Joseph Northwood and Sons' grocery; and next door a billiard parlor conducted by an American who had come to Canada to avoid "the draft". John Davis' stove and tin shop and Alex. McPherson's "Western" saloon occupied the present Planet block; then came Stamlén's hotel, Dr. Douglas' surgery, the American Express office, and the old "Chatham Arms" hotel, a brick building still standing at the corner of King and Forsythe streets.

Such was business King street just before Confederation.

# LEGARY'S



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CHATHAM,

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ONTARIO

## HORSE CARS IN THE 80'S MADE KING STREET LOOK METROPOLITAN.

(Continued from Page 19).

plain mud road. Over this route four horse-drawn cars made their trips, coming and going, at more or less regular intervals; the fare being 5 cents for the trip.

Whatever the little horse-cars may have been for older people, to ride on them was always a delightful adventure for the youngsters of that day and generation; and these will always hold J. R. Reid in grateful memory for originating a popular pastime.

However, popularity among children who pay only half fare—or quite often, no fare at all—is not sufficient to put even a horse car line on a remunerative basis. Owing to lack of patronage, and consequent lack of funds, the system got in bad shape, in the course of a few years. It was a not uncommon thing, according to tradition, for the cars to jump the track at the post-office corner, when the passengers would get out and assist in prying them back upon the rails.

Eventually the C. P. R. came through and the Erie and Huron moved down town, taking on its passengers at the new C. P. R. depot. Even without this drastic change in conditions, the Chatham Street railway seems to have got into a bad way, financially.

Finally a stage was reached where the town council refused to countenance the enterprise any longer. There seems to have been a number of acrimonious discussions, in which critics of the system declared that it fulfilled only the first part of the slogan, "Slow, but sure", and that a passenger who ventured on one of the little yellow cars could be sure of only one eventuality, that he would not reach his destination on time.

J. R. Reid fought to the last for his enterprise, and at the last vehemently declared that if the town council ordered the tracks up, they might as well put a high board fence around Chatham and call it a cemetery.

Despite which, the tracks came up.

For several years—until the laying of the vitrified brick pavement in 1900—a narrow cobble-stone pathway down the middle of the cedar block on King street remained as a monument to the horse-car line. Even that vanished.

The little yellow cars themselves found a temporary refuge at the corner of King and Third streets, on a vacant, weed-grown lot where the newer portion of the C., W. & L. E. power house now stands. They must have remained there for several weather-beaten years.

Then some enterprising individual with an eye to undiscerned possibilities got possession of them, and moved them out to Erieau, in those days at the heyday of its popularity as a summer resort. There the old horse cars, refinished and furnished, were miraculously transformed into more or less convenient summer cottages.

Such—so far as history records—was the end of Chatham's famous street car line. When, a good many years later, the C., W. & L. E. was built, the project of a local street car service in addition to the interurban line was mooted. But the advent of the motor car changed traffic conditions so materially that the bygone enterprise of J. R. Reid represents Chatham's one and only local street car venture.

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## WHEN CHATHAM WAS TERMINUS OF FAMOUS "UNDERGROUND RAILROAD".

(Continued from Page 41).

colored people numbered probably 2000 or more out of a population of about 6000. In 1881, some 16 years after the conclusion of the Civil War, this colored population had

dwindled to 781, out of a total of 7873. Today, when the entire population of the city of Chatham is practically double what it was in 1881, the colored population in the city is probably less than half what it was then.

# Ruminations of "The 1899 Man"

It may not be seemly to speak of things to come. Prophetic utterances have ever been held in doubt, but one may, with good taste, speak of things past, especially if he speaks with authority and prudence, as I, in this case, am prepared to do, because I have been a witness to the things of which I shall make mention.

To my mind the two outstanding events of 1899 were the PEACE CONFERENCE at THE HAGUE, which long since has played out, and the CHARLES H. DUNN INSURANCE AGENCIES, which, after Twenty-Five years, is becoming Stronger every day.

I have seen it grow from a One Policy Agency in 1899, to that of "Many Thousands" in 1924, and I have the grateful consciousness that throughout its history it has reflected the character of its founder, ARTHUR J. DUNN (who has passed to the Great Beyond), has dealt fairly with many thousands of people and has brought happiness to an equal number who would have been in distress from fire loss or damage but for this INSURANCE AGENCY.

Our appreciation is expressed at this time to all those who have by word or deed, helped to make the "OLD and TRIED" such an outstanding success in the great and beneficent business of Fire Insurance.

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# CHARLES H. DUNN AGENCIES

OLD AND TRIED

25 FIFTH STREET

FOUNDED 1899

CHATHAM, ONT.

CHARLES H. DUNN.

MATTIE McKELLAR

## SIMCOE PLANNED TO MAKE CHATHAM HIS CAPITAL.

(Continued from Page 57).

don being his second choice. Ultimately, York—later Toronto—was selected.

Had Simcoe carried his point, Chatham might today be the capital of Ontario. In the intervening 130 years, the growth of Western Ontario in population, wealth and political influence has fully vindicated the prescient governor.

But though forced to abandon his plan to establish his capital here, Simcoe kept in mind the military importance of the river, which he rechristened the Thames, and of the strategic point which later became the City of Chatham.

The governor decided to establish here a fortified stronghold on the line of a colonization and military road that was to run from Burlington Heights to Sandwich. The establishment of a dry dock was contemplated, and the feasibility of navigation between this point and London was investigated. As early as May 20, 1793, Deputy Surveyor Patrick McNiff had made the necessary survey of the river and reported the navigation scheme "practicable, with the erection of one or two locks".

The proposed military road from Burlington Heights to Sandwich was to join a lateral line of road at Chatham. This lateral road Deputy Surveyor Abraham IredeU was directed to run "as straight as possible to Point aux Pins on Lake Erie, to be hereafter called the 'Land Guard', where a position for a town is to be reserved." This lateral road was later known as the Communication Road.

Simcoe personally visited the site of the future City of Chatham about 1795. Already considerable activity was manifest there. The Military Reserve (now Tecumseh Park) had been partially shorn of its hardwood timber, a stockaded block-house erected, a shipyard established, and a number of gunboats were under construction.

Simcoe planned to improve transportation facilities from this point by means of artificial waterways. He seems to have been the first to vision the hardy perennial project of a canal from the Thames to Rondeau. An alternative line of water communication with the east, which would be relatively safe from attack in the event of hostilities, was by way of the Georgian Bay, Lake Simcoe and artificial waterways then determined upon for construction, to Lake Ontario.

Simcoe clearly contemplated the construction of these two canal systems within a few years of his visit. The American war scare, however, passed off—for the time being. Today, both canal projects are occasionally discussed, but neither seems much nearer realization.

Governor Simcoe on his western tour ascended the Thames to Chatham and London. The guns of his blockhouse on the high ground of the Military Reserve saluted as his vessel came into view on the up trip. The shipyard on the flats east of Tecumseh Park was a scene of busy activity; all of which the governor warmly approved. His province was moving ahead pretty fast.

Within a few years, however, all this busy activity fell silent.

### "THANK YOU!"

That this souvenir is so complete and attractive is due in large part to the kind co-operation of the "Blue Bell Magazine," published by the Bell Telephone Company, which supplied cuts; to Mrs. R. V. Bray, who loaned many interesting photographs from the collection of Dr. R. V. Bray; and to individual citizens who kindly helped in supplying material.



# The Cost of Being Well

Chinese doctors are paid to keep their patients well. When a patient gets sick, the doctor loses his pay. Is that a sensible plan, and if it isn't, why isn't it?

Surely it's worth more to be well, and to stay well, than to be or stay anything else.

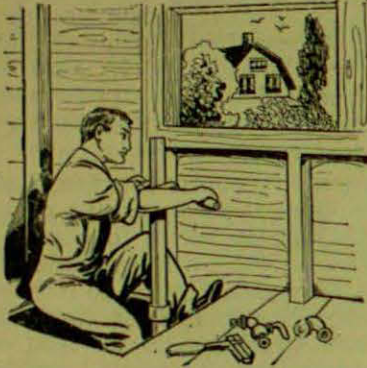
And the cost of being well isn't half the cost of being sick.

Riches depend upon good health. And good health depends upon sanitation. There is the whole thing—prosperity and happiness—in a few words.

The plumber is a sanitarian. That is to say, he carries away all waste, and, in so doing, provides pure water for drinking and for the daily bath, and pure air to breathe.

Thus, the plumber, like the Chinese doctor, keeps people from getting sick by preventing disease. For a people who get rid of waste, who drink pure water, who breathe pure air, and who take a bath a day—such a people are generally pretty well.

Unless you have good plumbing in your home, expect to pay the high cost of being sick.



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CHATHAM

## Custodians of the City Funds



**TOMMY COTTIER**  
Of the Sports Committee.

The Boy Wonder, who followed in the shoes of Robert G. Fleming, Chatham's City Treasurer for a quarter of a century. Ye Olde Boys, don't go away without meeting Tommy. It seems funny and rude to talk this way of the man who handles the millions of dollars passing through the coffers of the Corporation of the City of Chatham, but Tommy is unique. He has the flavor of the salt water, being born in the Isle of Man, a graduate of the Bank of Montreal, saw service overseas, and is secretary or treasurer for most of the clubs and societies in the city. Taxpayers owe him a lot of money, for he has saved the city many thousands of dollars. Before his time city debentures were sold by bid to the big bond houses at the market discount; since Tommy came into the job that sort of thing has been cut out. He has educated the people of Chatham to buy their own bonds, which are gilt-edged, at par, thus saving thousands of dollars which profit heretofore went to the bond firms. He deserves the D. S. O. in this matter. He is also secretary of the Golf and Country Club—nothing too irksome for him to look after, after office hours. Don't forget to look him up.



**W. R. LANDON.**

Any old boy who will come to the committee room and make a bet that he has a booster in his home town equal to W. R. Landon, will be accommodated. W. R. Landon was born in London, but came to Chatham years ago and this is now his "ome" town. Space will prohibit enumerating his activities during the past 25 years looking towards making Chatham a better place to work and live in, but the Board of Trade, the Chatham Club, and the Public General Hospital stand out pre-eminently. The Public General Hospital, like all hospitals which do not enjoy a large personal endowment, was created and has been kept up and is now flourishing through the self sacrifice and continuous untiring efforts of many public spirited citizens, both men and women. At a time most critical W. R. Landon put his shoulder, together with many other shoulders, to the wheel and the institution has kept abreast of the times and is a monument to their efforts and service to mankind. A handsome new wing, a memorial to those who served and fell in the great war, was recently opened. If, in the course of your success in fields afar from your home town you wish to remember the place you love, you cannot do better than send or leave a thousand or more dollars to the Chatham Public General Hospital.

# NELSON STRINGER

Re-established 1878.

WHOLESALE SEEDS—BEANS  
Furs, Wool and Hides

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Chatham, Ontario

Nelson Stringer, born in Chatham, in 1852. Son of Capt. Geo. Stringer, Grain Merchant, formerly connected with the firm of Tighe and Stringer, Produce Merchants.



## WHEN THE MAN IN THE MOON GETS MARRIED

Gene will be making Real Punk Ice Cream and Candies. But in the meantime he is making those famous "BETTER MADE" CANDIES and that Real Ice Cream that makes you come back for more. Either after the show, or after that auto ride, take her to "GENE'S" Nifty Ice Cream Parlors.

A treat to be remembered until the sands of the desert grow cold.

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2 DOORS EAST OF PRINCESS THEATRE.

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LOOK LIKE NEW AND STAY PUT

We now have our own delivery truck and a phone call to 1016 will bring it around to your home.

## In Charge of Important Municipal Activities



**J. G. JACKSON**

Manager of the Chatham Hydro.

In the course of evolution—from the old to the new—electricity and electricity “in bulk” has played a most prominent part in Chatham, for this city. In spite of the fact that we had for a period of ten years or more natural gas “ad. lib.” the citizens of the Maple City applied electricity, that is, Hydro, to everything possible. First thing in the morning upstairs the curling tongs and the bath room, while down stairs the kitchen stove was using it—the toaster on the breakfast table, then the vacuum cleaner and the washing and ironing machine and the sewing machine and the refrigerator and the ice cream freezer, in fact, in the house many other channels, while down town and in the factory district thousands of horsepower were being registered as mankind went on his daily duties, all of which is in great contrast to 25 years ago.

J. G. Jackson was the first manager of Hydro, and is still in the saddle, which goes to prove that he is the right man in the place.

It has been no easy task to provide and distribute electricity in such a variable quantity, but his customers have been satisfied, and contentment has reigned through his indefatigable efforts to put in a service equal to the demand.



**W. H. BENSEN**

Tax Collector.

Did you ever see a popular Tax Collector? I guess not—but Chatham is an exception—in fact, the people are so fond of W. H. Bensen and paying taxes, that they were not satisfied at seeing him and paying him taxes once a year, so they recently changed the custom to twice a year. “Bill” now holds a reception every June and December, and very few of Chatham’s society omit to call and see him.



**Chatham Plant of the International Harvester Co.**

# Programme

(Continued from Page 7).

## WEDNESDAY, JULY 2.

Horse races at the Fair Grounds again in the afternoon under the Chatham Park Driving Association for large purses, who have a charter permitting them to operate books on the races.

2.50 Pace, Purse .....\$400.00.  
2.19 Pace, Purse .....\$400.00.  
Green Race, horses never in race before, Purse .....\$300.00.

### At the Athletic Park.

2.30 p. m.—Lacrosse, Chatham Juniors vs. Wallaceburg Juniors.

4.00 p. m.—Football, Chatham vs Mitchell's Bay.

### In the Evening.

At the Griffin Theatre—Geoffrey O'Hara, famous composer and singer, will stage a concert of old-timers for old-timers, taking the leading part in the affair himself and assisted by a number of other artists whose music is not yet forgotten in the hearts of residents and ex-residents of the city. If you miss hearing Geoff you miss one of the treats of the week. Curtain at 8 p. m.

At all shows at the Princess Theatre a high class feature act will be given under the direction of the Old Boys' Committee.

## THURSDAY, JULY 3.

### Visiting Day—Visit All Your Old Friends Today

The Board of Education desires all the Old Boys and Girls to pay a visit to all the schools in the city. The various factories in the city extend an invitation to all visitors to call upon them while visiting around the city. The city council would like every one to pay a visit to all the municipal buildings, etc. In one word, VISIT, today.

Horse racing at the Fair Grounds under the auspices of the Chatham Park Driving Club.

2.30 Trot Stake, Purse .....\$1000.00.  
2.25 Pace, Purse .....\$ 400.00.  
Free-For-All, Purse .....\$ 400.00.

Baseball, Regularly scheduled Kent County O. A. B. A. game at the Athletic Park at 3.30 p. m., Dresden vs. Chatham Briscos.

**A Pair of Sixes.**—The funniest play you ever saw, at the Griffin Theatre in the afternoon, children only, and in the evening for adults, under the auspices of the St. Joseph Dramatic Club, with a caste of young local people, under the direction of Barry Duffy. It's a scream.

## FRIDAY, JULY 4.

### American and Masonic Day.

A parade of over 10,000 Masons from Western Ontario, and the Border States. Shrine Bands and Patrols from London and Detroit, with their sisters, the members of the Order of the Eastern Star.

9.00 a. m.—Meet special train from London and parade to Masonic Hall. Registration from 9.30 to 10.30 a. m., when badges will be distributed.

2.30 p. m.—Mocha Band and Mocha Patrol will give exhibition drill on King street.

8.30 p. m.—Eastern Star Patrol will give an exhibition drill in the Armouries.

9.30 p. m.—Grand Masquerade Ball, open to all.

Thirty thousand visitors are expected from Detroit and Michigan alone.

The Detroit Masonic Baseball Team will battle with the Briscos of Chatham at 10.15 a. m., and again at 3.30 in the afternoon.

### Horse Racing at Fair Grounds—Closing Day. In the Evening.

A Grand Masquerade Ball in the Armouries with an all-Masonic orchestra, informal.

### At the Griffin Theatre

At 8.15 "A Pair of Sixes" under the auspices of St. Joseph's Dramatic Club.

### At the Princess Theatre

The feature act at all shows will be supplied by the Old Boys' Committee—Exceptionally good.

## SATURDAY, JULY 5.

Baseball, 3.30 p. m.—Another regular Kent County O. A. B. A. game between the League Leaders, Blenheim and the Briscos

Special feature acts at the Princess theatre at every performance.

Matinee and evening at the Griffin Theatre—"OUR BOYS", a good three-act comedy, presented by Mr. Reg. Thayer and his company. Don't miss it.

At 8 p. m.—a band concert by the Kent Regiment Band.

### ACCOMMODATION.

Motoring visitors will be accommodated at the tourist camp on Victoria Park, where kitchens, etc., have been prepared under the direction of the Kent Motor Club.

The Committee has also a list of good homes where visitors will be accommodated with room and board.

### C., W. & L. E.

The C., W. & L. E. Railway will run special cars with special rates, every day during the week.

### SPECIAL PRIZES.

Prizes will be given to the Oldest Old Boy and Old Girl present, also to the Old Boy and Old Girl who have come the greatest distance, and to the Old Boy or Old Girl with the Largest Family present, etc.

# Programme

(Continued from Page 92).

## SPECIAL ATTRACTIONS FOR THE WEEK

The oldest and oddest band in the Dominion of Canada will be present all week under the auspices of the non-commissioned officers of the Kent Regiment.

The Famous London Juvenile Kiltie Band and Dancers will be seen and heard at all times and places during the week.

During the entire week a high class entertainment will be held in the armouries on Tecumseh Park, under the auspices of the 24th Chapter, I. O. D. E., and the Kent Regiment, featuring such attractions as tea-rooms, rest-rooms, dancing, writing rooms, etc., and such

shows as Madame Taussaud's Wax Works, King Tut's Tomb, and a host of others.

Every afternoon and evening, commencing at 2 o'clock and continuing until 10 p. m., the pleasure launch "Bernice" will take passengers for a ride down the beautiful Thames for an hour. About 30 people can be accommodated at one time, the boat docking at the new break-water on Tecumseh Park.

During the week, on any day chosen by the visiting Old Boys themselves, the Chatham Bowling Club will hold a tournament on their fine greens in their honor.

## "KIBOSH" BILL PERRIN

One of the best loved of old-timers who passed to the Great Beyond several years ago. Raconteur, star reporter, a hail fellow well met, "Kibosh", as he was known to his friends—and they were legion—filled an important post with The Daily News under several editors.

His versatility was unbounded. On one occasion the old 24th Regiment Band was ready to march out to the fair grounds to fill an engagement. The cymbal player was missing. "Kibosh" said he would fill in—which he did, to the amusement of many of his friends.

He conducted a column in The News for some time and signed himself "Yours in Oshkosh, By Gosh, By Kibosh".



1824



1924

## Spanning The Years

### CHATHAM--- THE CITY OF THE MAPLES

One hundred years ago Chatham was an outpost in the midst of a primeval forest. As the years passed, each generation, by enterprise and progressive energy, helped to build up the reputation it enjoys today—an important industrial centre and one of the prettiest of Canadian Cities.

You Old Boys and Old Girls, too, who have helped in your day to make the city what it is today, will return to your adopted homes with happy recollections of pleasant times spent in the Old Home Town during this week of celebration. You have shown your interest in Chatham in past decades—you have shown your interest in the home town by attending the big celebration—You will have a further opportunity of showing your interest in the Maple City by telling your friends of its unusual combination of advantages to the tourist and in an industrial way.

### *Some of the Articles Manufactured in Chatham*

Auto Bent Goods; Automobile Bodies; Automobile (assembling), Automobile Bumpers, Automobile Accessories, Automobile Jacks, Auto and Buggy Tops, Cushions and Curtains, Automobile and other Steel Stampings, Advertising Signs (outdoors), Awnings, Automobile Tire Covers, Automobile Garage Equipment, Automobile Springs, Automobile Transmissions, Automobile Wheels.

Barrels, Kegs, etc., Bathing Suits; Beers, Ales, etc.; Blank Books; Book-Binding; Blankets (horse); Books (loose leaf); Bolts; Boilers (steam); Boxes (wood); Brick; Biscuits; Bread; Butter (peanut); Butter (creamery); Buggies.

Calendars, Candy, Canned Goods, Cabinets (kitchen), Carriages, Carpet (rag), Carts, Trucks, etc., Catalogues, Cheese, Chocolates, Cigars, Concrete Bridges, Concrete Culverts, Concrete Battery Boxes, Concrete Watchmen's Houses, Costumes, Castings (gray iron), Castings (white metal), Castings (brass), Cedar Chests,

Cakes, Cement Blocks, Chesterfields, Chairs, etc., Compressors (air), Conductors (smoke), Couches.

Derricks, Dresses, Dress Trimmings, Doors, Door Hangers, Dyeing Dress Goods, Drinks.

Engines (gasoline), Engines (kerosene), Electro-Plating, Electric Recharging Battery Machine.

Farm Wagons, Farm Sleighs, Fertilizer, Flour, Frames (sash and door), Furnaces (coal and wood), Furniture (household), Furniture (school, office and church), Furs.

Garments (women's ready-to-wear), Gas, Glasses (eye), Gloves (cotton), Gloves (woollen), Glove Linings (wool).

Harness and Collars, Horse Pads, Hosiery (cotton).

Implements (farm), Ice (artificial), Ice Cream, Iron (castings), Iron Bar.

Jams.

Knit Goods.

Lamps (piano), Leather Goods, Leather (tanned), Locksmithing, Lumber.

Machinery (concrete), Machinery (mining), Medicines, Memorial Tablets, Metal Sky lights, Millinery, Mitts, Monuments, Moulding (interior), Moulding (finishing), Nuts, Newspapers.

Office Supplies, Overalls.

Packing Cases, Phonographs, Pickles, Pipe (concrete), Printing, Printing (commercial), Pumps.

Rugs.

Showcards, Smocks, Smoke Stacks, Soap of All Kinds, Soda Water, Springs, Stay-Bolt Iron, Steel Bridges (fabricated), Steel Water Towers, Steel Buildings (fabricated), Stock Foods, Stone (cut), Seed Corn, Seed Grain, Sugar Beet Lifters, Sugar Beet Cultivators.

Tables (folding), Tanks, Tile, Trimmings (house), Trucks (motor).

Underwear (Balbriggan and Jersey).

Vehicles.

Wooden Articles, Woodwork (sanitary), Woollen Goods, Welding (oxy-acetylene), Wheels.

## THE CHATHAM BOARD OF TRADE

# Some Interesting Facts Concerning Chatham

The climate, the scenery, the varied and numerous place of interest, the social life and other delightful and agreeable elements in the city's activities make Chatham a pleasant place in which to live, or to visit at any season of the year. Its educational system is acknowledged to be the best in Ontario, outside of Toronto. The clubs of the city comprise every hobby and interest in the way of athletics, education and culture. Being a city of homes, great interest naturally is taken in home life and anything that pertains to the improvement of the home, and this influence is reflected in municipal and industrial activities of the city. Chatham has the home interests of a small town, along with the business interests of a big city. In Chatham the community spirit is the strongest element in social life. Chathamites are proud of their city, and it is a city worthy of that pride.

## CHATHAM IS--

|                                                    |                                                                                                 |                                                                                                                          |                                                                                                                                         |
|----------------------------------------------------|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| A City of Homes.                                   | Is acknowledged to have the best farm market in Ontario.                                        | The centre of a territory that is in point of climate at least two weeks ahead of other parts of Ontario                 | The Most Southerly City in Canada.                                                                                                      |
| On the Provincial Highway.                         | The headquarters of manufacturers of nation-wide reputation.                                    | Well equipped with educational facilities. The Central School is the largest public school in Ontario outside of Toronto | The chief shipping point of a populous and prosperous territory — five lines of railways radiate in all directions from the city.       |
| On the Blue Water Highway.                         | Situated in a fertile region which produces abundant crops of tobacco and beans                 | Is provided with over 30 miles of paved streets, a completely modern sewerage system and an excellent water supply.      | The logical location for industrial plants which require farm products, or which manufacture products particularly for use on the farm. |
| The Seed Corn Granary of Canada.                   | Free from transit workers; most of the workers in the city own their own homes                  |                                                                                                                          |                                                                                                                                         |
| The Capital of the County of Kent.                 | The distributing point for more farm machinery than any other place of its size in the Dominion |                                                                                                                          |                                                                                                                                         |
| The Centre of the Sugar Beet Industry.             |                                                                                                 |                                                                                                                          |                                                                                                                                         |
| The Hub of Sunny Southwestern Ontario.             |                                                                                                 |                                                                                                                          |                                                                                                                                         |
| Governed by Clean, Economical Administration.      |                                                                                                 |                                                                                                                          |                                                                                                                                         |
| A City with a Historical Past and a Bright Future. |                                                                                                 |                                                                                                                          |                                                                                                                                         |

## CHATHAM HAS--

|                                           |                                          |                                        |                                    |
|-------------------------------------------|------------------------------------------|----------------------------------------|------------------------------------|
| Population, 15,500.                       | Hydro Electric Power from Niagara Falls. | Private Schools, 1; Instructors, 12.   | Sewers, 35 miles.                  |
| Area, 1714 acres.                         | Motorized Fire Department.               | Industrial Schools, 1; Instructors, 4. | Streets, 30 miles; 28 miles paved. |
| Altitude, 595 feet above sea level.       | Natural Gas.                             | Students, Total 3332.                  | Theatres, 2, Moving Pictures.      |
| Average rainfall, 26 inches per year.     | Public Library.                          | Assessed Value, \$13,250,000.00.       | Telephones, 3300.                  |
| Chartered Banks, 5.                       | Public Schools, 3; Teachers, 57.         | Police Force, 7 Men.                   | Water Mains, 31 miles.             |
| Birth Rate, 25 21-50 per 1000 population. | Separate Schools, 2; Teachers, 12.       | Public Parks, 2; acres about 25.       | Good Industrial Sites.             |
| Death Rate, 14½ per 1000 population.      | Collegiate Institute 1, Teachers, 13.    | Children's Playgrounds, 6.             | Free Interswitching.               |
| Churches, 12.                             | Business College, 1; Instructors, 5.     | Sidewalks, 37 miles, 33 miles paved.   | Five Railways.                     |
| Gas Meters, 3800.                         |                                          |                                        | Navigable River.                   |
| Hospitals, 2.                             |                                          |                                        | Hydro Electric Power               |
|                                           |                                          |                                        | Natural Gas.                       |

Information regarding industrial factors in Chatham, or of interest to auto tourists, or other visitors, also free literature describing the advantages of Chatham as an industrial centre and a place of amusement and recreation will be cheerfully supplied by Charles H. Dunn, Secretary of the Chatham Board of Trade, 25 Fifth Street. Three doors away, at 31 Fifth Street, will be found the Secretary of the Kent County Motor Club.

## THE CHATHAM BOARD OF TRADE



# The C. & J. Hadley Co.

LIMITED

One of the Oldest  
Established Firms  
in Chatham :::::

extends a hearty welcome to the  
Old Boys and Girls visiting the  
city during Reunion Week.



Everything in Lumber  
Sand and Gravel

58 Thames Street. Phone 149



