

Fifth Annual Report
of the
Waterloo Historical
Society



Nineteen-Seventeen

FIFTH ANNUAL REPORT
of the
WATERLOO HISTORICAL
SOCIETY



KITCHENER, ONT.
PUBLISHED BY THE SOCIETY

1917

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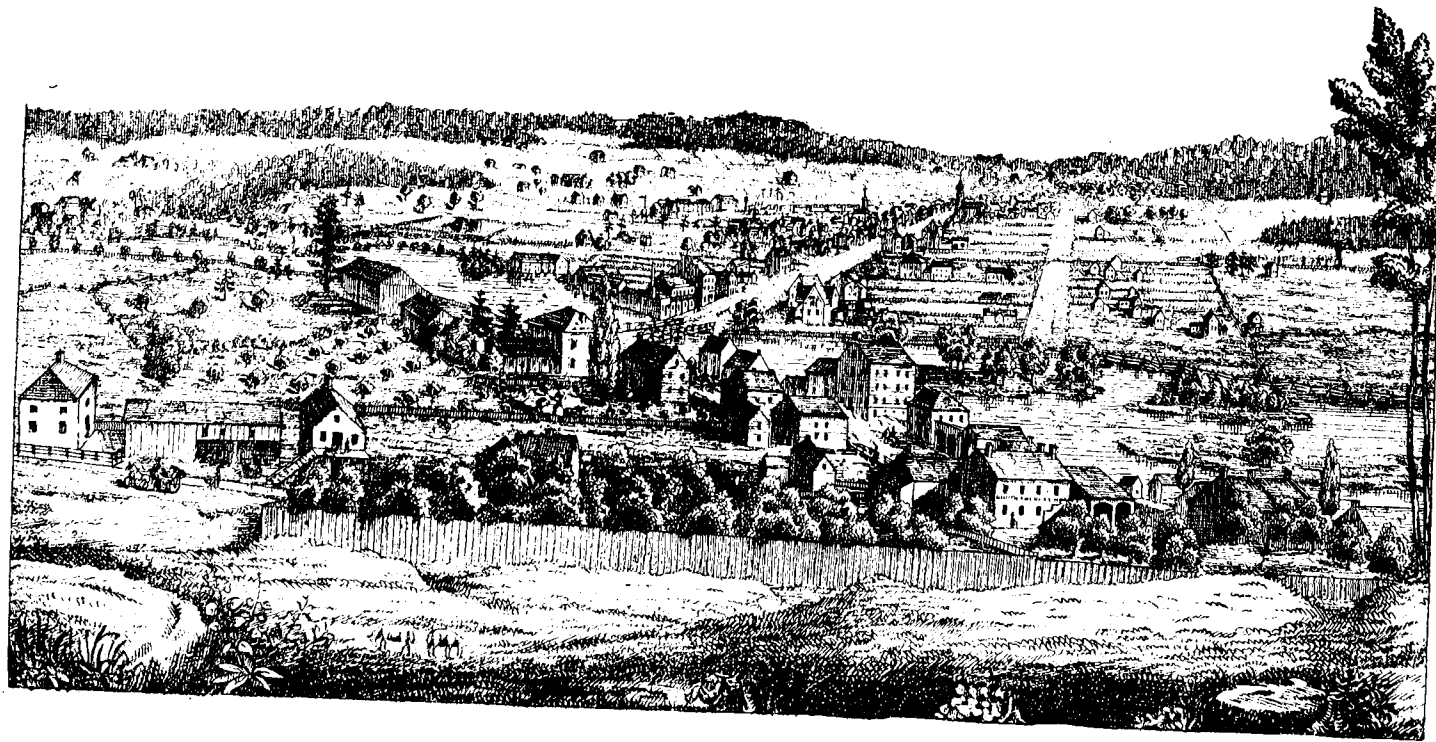
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PRESTON IN 1850

(From an old lithograph)

Annual Meeting

Kitchener, Ont., Nov. 16th., 1917.

The Fifth Annual Meeting of the Waterloo Historical Society was held in the Museum in the Public Library on the above date, the President, W. H. Breithaupt, in the chair.

Secretary-Treasurer's Report

The fifth anniversary of the organization of the Waterloo Historical Society has just passed and in a retrospect over the years just passed we cannot fail to notice the good beginning that has been made but also that a great deal remains to be done before the aim of the Society shall in a measure have been attained.

The past year has been an eventful one in the history of the world, a year of great suffering, of great patriotism, liberality and sacrifice.

Waterloo County has taken its place among the counties of the province which have given of their wealth and their manhood to secure the victory for liberty and democracy.

As far as our Society is concerned the past year has been uneventful. Our members are devoting their energies to the struggle overseas. We hope that when the war is over we shall all have more time to give to the interests of our Society.

As in 1916, so in 1917, the Public Library Board has continued its splendid support of the Society in providing quarters for the museum as well as light and heat.

Our annual reports are being sought after in many quarters, proving that our transactions are arousing interest. The museum is being visited more frequently than formerly by persons in search of information contained in our files.

In our report this year we hope to continue the Roll of Honour begun last year. A request in the County newspapers to have data in this connection sent to the Society failed to bring results and other measures will have to be adopted to secure this information.

Our membership has remained practically stationary. Each member should interest not only himself but assist in securing at least one new member in the year. Our strength as a Society will lie to some extent at least in a good membership as that would mean a more extended interest and the field would be more thoroughly worked.

The financial statement in the report of 1916 showed a balance of \$27.71. We have so far received the legislative grant of \$100, the county grant of \$50, a grant from the city of Galt of \$25, and a similar grant of \$25 from the city of Kitchener. These grants together with the fees from members should be sufficient to cover our expenditure and leave a balance at the end of 1917.

P. FISHER,

Secretary-Treasurer.

WATERLOO HISTORICAL SOCIETY

Financial Statement for 1917

RECEIPTS

Balance on hand January 1st., 1917	\$ 27.71
Members Fees	\$ 64.50
Legislative Grant	100.00
Waterloo County Grant	50.00
Kitchener City Grant	25.00
Galt City Grant	25.00
Kitchener Public Library Grant	11.53
Sale of 1916 Reports	5.75 \$281.78
	<hr/>
	\$309.49

DISBURSEMENTS

Postage and Stationery	\$ 19.35
Printing	9.35
Advertising	17.55
Rent	12.00
Bookbinding	24.80
Caretaker	5.00
Secretary	30.00
Fifth Annual Report	120.00 \$238.05
	<hr/>
Balance on hand	\$ 71.44

Audited and found correct,

J. M. SCULLY, F.C.A., Auditor.

Kitchener, 16th. January, 1918.

Election of Officers

The officers for 1918 are:

President.....	W. H. Breithaupt
Vice-President.....	Rev. Theo. Spetz, C.R.
Secretary-Treasurer.....	P. Fisher

Local Vice-Presidents

Galt.....	James E. Kerr
Waterloo.....	Charles A. Boehm
Elmira.....	O. H. Vogt
St. Jacobs.....	E. Richmond
New Hamburg.....	A. R. G. Smith

Members of the Council: C. H. Mills, M.P.P.; W. J. Motz, M.A.;
Judge C. R. Hanning, E. W. B. Snider.

President's Address

In the first place it is due that I thank the Society for continued re-election. To be placed in such position of responsibility of the historical interests of the County of Waterloo is a distinction which by continued effort I hope to merit, but which, I feel, could be more fittingly conferred on various others.

Recognition of our effort in grants from the Province, from the County and from the cities of Galt and Kitchener, as reported by the Secretary—to whose efficient work the Society's progress is so largely due—is a satisfaction.

With the printing of the last Annual Report the Society issued a re-print of its first report, which had soon become exhausted and for which there was continued demand. In the re-print there are several emendations, notably that of the account of the first settlers, obtained personally from the late Rev. A. B. Sherk, who was authority on the early history of the County. For this year the society will issue its fifth Annual Report, and it is thought fit that a complete index to date, and catalogue of its museum be inserted.

The Society's Roll of Honor, of men of Waterloo County who have gone forth at the call of their country and given their lives in the great war, has had large additions during the year, as will appear. We are continuing to collect photographs and biographical data of these noble Canadians and find this a work of considerable difficulty.

Various relief activities in connection with the war continue unabated. The Kitchener Red Cross Society deserves special mention for its work, which was double that of the previous year. For the year ending Oct. 10, 1917, its total receipts were \$18,816.34.

The Freeport Tuberculosis Hospital has been converted into a Military Hospital. Captain A. D. Proctor, who has been Officer Commanding and Medical Superintendent since the change, kindly supplies information as follows, under date of November 15th: This hospital was taken over by the Military Hospitals Commission in November, 1916. The Military Hospitals Commission was created by Order in Council to provide accommodation—convalescent homes, hospitals, sanatoria, etc.—for returned soldiers. The Commission pays all running expenses, but voluntary contributions of additional comforts are accepted in all hospitals. One hundred and seven patients have been admitted, three of whom have died, fifty-seven have been discharged and fifty remain. The Hospital proper has accommodation for thirty-four patients, the additional ones have been in tents during the summer. It is expected that two pavilions to hold ten men each will be erected for the men in tents. In addition to the Officer Com-

manding, Captain Meikleham has been appointed disciplinarian officer, during the past month.

Worthy of mention, and typical of such war relief activity in the County in general, is the fact that the Waterloo County Teachers' Association at its convention in Galt, in October, appointed a committee to collect potatoes for the Military Hospital and that as a result 425 bags of potatoes have been collected, besides \$226.00 in cash.

A number of noted men of the County have died during the year, among them two County officials, Ward Hamilton Bowlby, M.A., K.C., Crown Attorney of Waterloo County for nearly fifty years, and Registrar John D. Moore; and the most prominent railway man of the County, Martin N. Todd, of Galt. Brief biographies will appear in the Society's Annual Report; also an autobiography of a Wellesley Township pioneer, still hale and active at the age of eighty-five, John G. Reiner, ardent Canadian, who was with the Bader revolutionists in 1849 and had to flee when the revolution failed.

As contribution to older and recent history I will here give something on

Waterloo County Railway History.

In the early days of Canadian railroading the Grand Trunk Railway and the Great Western Railway were the only larger lines; the latter in fact but a short line on present day scale. Waterloo County was traversed by each of these lines practically at the beginning of their operation. A branch of the Great Western Railway, leaving the main line at Harrisburg, was opened to Galt on the 21st day of August, 1854, more than a year before the G. W. R. Toronto extension was opened, and antedating in Waterloo County, by more than two years, the Grand Trunk, which began operation through to Stratford on November 17th., 1856.

The main line of the Grand Trunk Railway was for many years from Montreal to Sarnia, with an extension to Portland, Me., the former St. Lawrence & Atlantic and Atlantic & St. Lawrence Railways. The main line of the Great Western Railway was from Suspension Bridge to Windsor with an extension from Hamilton to Toronto, and sundry branches of which the Galt branch was practically the first.

The beginning of the Great Western Railway was by an act of the legislature of Upper Canada, in 1834, incorporating the London and Gore Railway Company, to run from London to Burlington Bay, at the head of Lake Ontario, and westward to the navigable waters of the Thames River and Lake Huron. With nothing done in the interval, the act was revived eleven years later, in 1845, and the name changed to The Great Western Railway Company, further amendment of the act being had in 1846. It took until 1853 to have the line

ready for operation from the Niagara River via Hamilton to London. In January 1854 it was opened through to the Detroit River at Windsor. An act authorizing the Company "to make a branch railroad to the Town of Galt" was passed in 1850, four years before this branch, 12 miles was built.

An independent company, composed of Isaac Buchanan, of Hamilton, a noted merchant and man of large affairs of that day, and seventeen others, was incorporated in 1852 to build a line from Galt to Guelph, under the name of the Galt and Guelph Railway. Galt, Preston, Hespeler and Guelph subscribed liberally. Galt subscribed \$62,500 in 1856 and by 1866 paid the whole sum. The road was opened to Preston, November 28th., 1855, and to Guelph on the 28th day of September, 1857. The operation of the road was given over to the Great Western Railway Company. Difficulty in meeting expenses was at once encountered, deficits accumulated and by 1860 the operating company foreclosed a mortgage it had taken for advances made. Eventually the stock was forfeited, the Great Western Railway Company becoming the owner. The village of Preston had to pay in principal and interest about \$53,000.00. How this burden of indebtedness was finally liquidated is related in Klotz's History of Preston, appearing in this volume.

An extension to give the enterprising County Town connection with the Great Western Railway, was a natural sequence. The first Preston and Berlin Railway was built in 1856 and 1857 as part of the Galt-Guelph Railway. The road was opened on November 2nd, 1857, and the occasion celebrated by a grand banquet at Klein's Hotel, later Weaver's Hotel, which with its long and comfortable horseshed I well remember, on Queen Street South, about where is now the Randall & Roos warehouse. Three months later a winter freshet undermined the two piers of the Grand River bridge, below Doon; the bridge, consisting of three wooden Howe truss spans, failed, and operation of the road ceased. Thus for a few brief months, sixty years ago, Berlin, now Kitchener, had more direct rail connection to Hamilton and the south than it has had at any time since. In Berlin the terminus was at King St., alongside of the G. T. R., where now is the Boehmer coal yard. The intention was to extend to the G. T. R. station where the Company had purchased ground now occupied by the Hydro City Shoe Co., but nothing between this and King St. Local bylaws were passed, one in 1855 and a later one in 1857, which was shortly afterward repealed, to take stock in the Company to the extent of \$40,000. In 1858 an act was passed by the legislature of Upper Canada rectifying irregularity as to these bylaws. A final act regarding the Preston and Berlin Railway was passed in 1863, authorizing its sale and exonerating Berlin from payment on its subscriptions, on which nothing was at any time actually paid. The Preston section was never rebuilt. Of

the bridge over the Grand River nothing remains but traces of its abutments where the embankments abruptly end on either side. The Speed River bridge was for some time used as a foot bridge, but has also long since disappeared. In 1865 the Grand Trunk Railway acquired what there was left of the road and used all that served for its Galt branch, in 1872. For some years prior to the latter date the road was operated to German Mills station, as a freight service, mainly for the flour mills there.

Construction of the entire first main line of the Grand Trunk Railway, Montreal to Sarnia, took only about three years, rapid construction even on present day standards, 1853 to 1856, and was practically carried on simultaneously throughout the whole distance. A short distance, Montreal to Brockville, was opened for traffic in 1855, all the rest in 1856. The Toronto, Sarnia section, 172 miles, was let to Gzowski—later Sir Casimir Gzowski—MacPherson and Galt, as contractors for the whole, for the sum of £1,376,000 sterling.* Sub-contractors for the greater part of the distance through Waterloo County, from the Grand River bridge westward, were Jackson and Flower, the first local railroad builders. Mr. Jackson, and Mr. J. S. McDonald, who became accountant for the firm, set out from Montreal in August, 1853, travelled by steamboat to Hamilton and from there by stage. They at once organized a force and established their headquarters here, living for a while at first at Butchart's "Queen's Arms" Hotel which stood on the site of the present City Hall. Completion of grading, sections of which were very heavy, took two years, until the fall of 1855. The bridge over the Grand River at Breslau was completed in 1856. By courtesy of the Grand Trunk Railway we have in our collection a copy of the original water color of this bridge. The high limestone piers have the peculiar ice breaker toe, considered necessary at that time. The wrought iron superstructure was brought from England. The two centre spans were the old style tubular girders. The superstructure was replaced by modern steel girders, to carry the greatly increased loading, in 1905.

The contractor for the station buildings, freight sheds, etc., from Guelph westward was Marshall H. Farr, who came from Vermont. He was killed in the great Desjardins canal accident, at the entrance to Hamilton, March 12, 1857. His contracts were carried on and completed by his two nephews, George Randall and Shubel H. Randall, who also built the Great Western Railway station buildings at Preston.

The Grand Trunk Railway was built on 5' 6" gauge, as was also the Great Western Railway. The latter had an additional rail giving 4' 8½" gauge for its through traffic between the States of New York and Michigan. The battle of

* Railways of Canada: J. M. and E. Trout, 1871.

the gauges, as it was called, was long continued in England until finally Stephenson's 4' 8½" gauge survived, and this, for the advantage of uniformity more than for intrinsic merit, eventually became the standard gauge throughout most of the world. The Grand Trunk Railway changed to standard gauge in 1872 and 1873; the change of the local section, Toronto to Stratford, was made on a Sunday, in October, 1872. Another detail of construction of the original Grand Trunk was the old U rail, practically a plate shaped to crosssection of a square topped hat, two vertical sides with horizontal flanges and top. This rail long survived on local sidings.

For almost twenty years, up to 1875, wood burning locomotives were used. This necessitated great stacks of wood at the stations. Locally more than half of the station yard space was so taken up. The site of the present freight house was taken up by a great wood shed, and this was only about one third of the whole. A steam saw and gang came around periodically to cut the four foot cordwood sticks in two, ready for the locomotive tender. Enormous quantities of the finest hardwoods, maple, beech and other, were thus consumed. The first coal burning engine, changed from wood burning, in the shops at Stratford, was put into service in 1873. * The change from wood to coal burning took several years. For 1875 the Stratford record shows 4,197 tons of coal issued and 16,436 cords of wood, this being the maximum wood consumption record for that station. It represents a pile of cordwood 40 ft. wide, 20 ft. high and almost exactly half a mile long. After 1875 the use of wood dropped rapidly. The price of wood began at about \$2.00, was \$2.50 and finally \$3.00 and over per cord. At Berlin Station about 6,000 to 7,000 cords per annum appear to have been purchased. Henry Brubacher was for many years wood buyer for the Grand Trunk here and in Breslau. During the 19 or more years of wood burning probably over 120,000 cords were delivered at the Berlin Station. The price rose to \$3.50 per cord about 1874.

The Berlin-Galt branch of the Grand Trunk was opened in 1872. The Town of Galt considered it worth a money bonus of \$25,000 besides station grounds, a part of Dickson Park, and right of way to the junction, above Blair, of the old Preston-Berlin line, purchased by the Grand Trunk as stated, to get a second railway line, in addition to the Great Western.

A flourishing cartage business, maintained between Berlin, now Kitchener, and Preston, gave Berlin the advantage of Great Western Railway freight connection, the company paying regular allowance of ten cents per hundred weight for cartage. Passenger connection was maintained by a stage line, Waterloo to Preston. As early as 1860 we find announcement, in the Berlin Telegraph, of Great Western Railway trains from Preston and with it time table of Mr. Cornell's stages "leaving Potter's Hotel Berlin at 5 a.m. and 3 p.m. for Pres-

ton" and also that Messrs. Cornell & Rogers' stage "connecting with afternoon stage from Preston leaves Berlin for Glenallen and other places in the west, passing through Waterloo, St. Jacobs and Elmira." Potter's Hotel and stables occupied the site of the present Walper House, and Star Theatre, partly. The proprietor was the father of our fellow citizen, Mr. George Potter.

In 1882 the Great Western Railway was incorporated with the Grand Trunk, this taking effect on August 12th that year. It became the main through traffic line, especially in passenger service, west of Toronto. The Galt branch, with transfer there from one station across the river to the other, became the passenger connection southward from here.

Extension northward, as far as Waterloo, also came in 1882, the line being extended across King St. as a siding to Snider's mill. Nine years later, Dec. 9th., 1891, the line was opened for passenger traffic to St. Jacobs and Elmira. Mr. J. S. Ellis, now of Kitchener, was the first Grand Trunk agent at St. Jacobs. From then on regular operation was back and forth from Galt to Elmira, and the whole known as the Galt-Elmira branch.

The present G. T. R. passenger station at Kitchener was built in 1897. The original station building, also of brick, and of a standard regular pattern of architecture adopted for many of the old G. T. R. stations, was less than half the size of the present one, and was further west, extending partly over the line of the easterly limit of Weber St.

The Toronto-Detroit line of the Canadian Pacific Railway extends east and west through Dumfries Township with principal stations at Galt and Ayr. It was built, as the Credit Valley Railway, through the Galt district in 1879, the bridge over the Grand River at Galt being built the same year. In October of that year the Credit Valley Railway began operation into Waterloo County in the way of a freight service between Ayr and Ingersoll. At noon on December 18th., 1879, the first locomotive passed over the bridge at Galt. In the afternoon of the same day the official test of the bridge was made with three locomotives, and a special train came up from Toronto with directors and officials of the railway. In January, 1880, the line was in full operation. In connection with the Canadian Pacific Railway there may be mentioned that its Chief Engineer for several years, until he resigned in 1906, was a Waterloo County man, W. F. Tye, born at Haysville and educated at Ottawa University and at the School of Practical Science, Toronto University.

For over two and a half years, until amalgamation of the Great Western Railway with the Grand Trunk, as stated, Galt had three railways: the Great Western, Harrisburg-Southampton branch; the Grand Trunk by branch from Berlin and the main line of the Credit Valley Railway; and made much of this as advantage for local manufacturing and general trade.

Galt still has the best railway facilities for passenger travel of any place in the county, while Kitchener is better equipped with freight sidings.

The first secondary railroad in the County, the present Kitchener and Waterloo electric street railway, was opened as a horse car line in 1888, on a twenty year charter and franchise obtained two years before. The principal owners lived in New York, and sent up their representative, Thomas M. Burt, who built the original line and was its manager. The regular service was a one horse car from each end every half hour. Closed, omnibus style, sleighs were provided for winter service. The car barn and stables were in Waterloo, a little above Cedar Street on the east side of King Street, at the end of the line. In Berlin the line ended at Scott Street, and there was a branch line to the old Grand Trunk station, along the present route. In 1895 the line was changed to electric traction by the late Ezra Carl Breithaupt, who, with associates, shortly after acquired a large interest in the Company and became its president and manager. (E. C. Breithaupt met his death, January 27th., 1897, from injuries sustained a few hours before in an explosion at the old Berlin Gas Works, of which also he was a manager.) Power was supplied from the electric plant of the Berlin Gas Co., until after the town acquired this property, June 1, 1903, and made radical changes in the electric plant when the Street Railway Company found it expedient to build a new power house, which it did on the corner of King and Albert streets to where its line had been extended from Scott St. in 1902, and where it already had a car house. The Waterloo line was taken over by the Town of Berlin on the first day of May, 1907. The extension in Waterloo to Church Street and the "Y" into that street were built in 1909. In the same year the road was double tracked to the Waterloo boundary. Since Oct. 1910 the line is operated by Hydro Electric power. It is interesting to note that local consumption, beginning with 106 h.p. in 1910, is now 4,280 h.p.

The Bridgeport line, chartered as the Berlin and Bridgeport Electric Street Railway, was opened for regular traffic as far as the new beet sugar plant, then building, on July 14th., 1902, and to Bridgeport shortly after. It was leased to and operated with the Waterloo line until the latter was taken over by the town as stated. By act of the Ontario legislature, in 1912, the name was changed to the Berlin & Northern Railroad and power of extension granted.

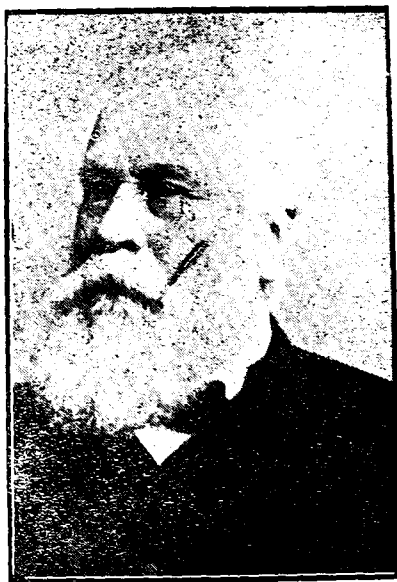
The first electric railway in Waterloo County was the Galt, Preston & Hespeler Railway, which began operation between Galt and Preston on July 21st., 1894. The original promoters were Thomas Todd, who became president, Hugh McCulloch, David Spiers, John D. Moore, J. G. Cox and W. H. Lutz. Extension to Hespeler was in 1896. The Preston and Berlin end was built in 1902 and 1903, the Freeport bridge over the Grand River being built in the latter year, by John

Patterson and associates of Hamilton. In January 1904 the Preston and Berlin Railway was taken over by and became an extension of the Galt, Preston & Hespeler Railway and was at once operated. Extension and operation to Waterloo followed in 1905. The present Preston station was built in 1905, the Kitchener freight station in 1912.

The advantage to Kitchener and Waterloo, as also to Preston and Hespeler, of the G. P. & H. Ry., is that it gives, besides County traffic facility, passenger and freight connection with the Canadian Pacific Railway, at Galt. An additional advantage dates from the opening of the Lake Erie & Northern Ry. (electric) to Galt, which occurred in February, 1916, replacing, from Brantford to Galt, the old Grand Valley electric railway, which had been in operation to Galt for twelve years, as a light passenger line only.

In closing it will be of interest to give briefly the careers of two of the first local railway builders, as they established themselves here and took active part in local progress.

Henry Fletcher Joseph Jackson, who came of a noted and wealthy family of clockmakers and watchmakers, was



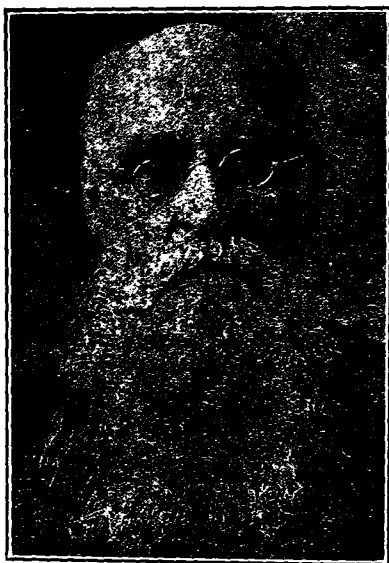
H. F. J. JACKSON

born in Clerkenwell, London, England, November 17, 1820. After home schooling he was sent at the age of 14, to Geneva, Switzerland, where he spent three years, largely in the study of the French language and literature. Eventually he decided to seek his fortune in Canada, and came to Montreal in 1844,

where he was first with Henry Holland, in commission and general mercantile business. He went into railroading and in time became general agent of the St. Lawrence and Atlantic Railroad, being that part of the present Portland line of the Grand Trunk Ry. extending from opposite Montreal on the south side of the St. Lawrence river to the Vermont boundary. He left Montreal to take part in the railway construction contract in Waterloo County, as spoken of. Mr. Jackson acquired the block of land bounded by Water, Francis and King Streets, much of which had been used by the contractors for stables and storage of materials, and here, in spacious grounds, built his residence, still standing, near the corner of King and Water Streets. Tremaine's large map of the County, of 1861, hanging on our walls, has a marginal picture of the house as it was. He was first president of the Economical Mutual Fire Insurance Company, was president of the Berlin Tobacco company, and was in various other business ventures. He always manifested much interest in local schools, particularly in the old Central school. In 1876 Mr. Jackson returned to Montreal being given a public dinner on the occasion of his leaving here. He sold his residence in Berlin to Peter Becker, of Toronto, retaining however other property. Three years later the family moved to Brockville, where he died in 1895. In his later years Mr. Jackson was auditor of the Mutual Life Insurance Company of Canada. Isabella Murphy, of Montreal, married H. F. J. Jackson in 1849. They had seven children of whom four survive, three daughters, living in Kitchener, and a son in Chicago. Another son, Samuel W. Jackson, well remembered here, attorney and counselor at law, president of the Chicago Law Society, died in Chicago last year. Mrs. Jackson died in Brockville in 1890.

George Randall was born in Chesterfield, New Hampshire, April 16th., 1832. He came to Canada in 1854 with his uncle, Marshall H. Farr, who had contracts for station buildings from Guelph westward on the Grand Trunk Railway and also some for the Great Western Railway, including the Preston station buildings. On Mr. Farr's death, George Randall and his brother took over the contracts, as stated. After completion of the railroad contracts Shubel H. Randall remained here for some years, removed in 1873 to Bellows Falls, Vermont, where he was in the hardware business and then retired. George Randall engaged in various kinds of manufacturing, had part in the woolen mills in Waterloo and also for a time in the distillery, etc. In 1883 he established with Mr. William Roos, his brother-in-law, the wholesale grocery firm of Randall and Roos, which began business in the premises now known as Nos. 9 and 11 Queen St., North, Kitchener, and moved in 1898 to its present location on Queen St. South. He was a director in the Waterloo Mutual Fire Insurance Company for thirty-three years, from

1875 on and president of this company from 1890 until the time of his death. Mr. Randall was married at Preston April 10, 1855, to Caroline Roos. In 1860 the place known as Spring Valley near Berlin became his home which he retained until he moved to Waterloo in 1873, to the house and large grounds now the property of the Mutual Life Insurance



GEORGE RANDALL

Company of Canada, the house having been on the site of the main building of the Insurance Co. He died December 23rd, 1908. Mrs. Randall died January 27, 1913. A son and two daughters live in Toronto.

Another former resident to be mentioned here is Joseph Hobson,* who became identified with the Great Western Railway and later with the Grand Trunk Railway. Mr. Hobson was born in the township of Guelph, in March, 1834. In 1855 he came to Berlin, Canada West, as it was then; was at first assistant to then in partnership with the late M. C. Scofield, Provincial Land-Surveyor, and remained here for ten years. The card of Scofield and Hobson appears in the "Berlin Chronicle" from 1856 on. In 1869-70 he was engineer on construction of the Wellington, Grey and Bruce Ry., the present G. T. R. line from Guelph northward. Eventually he became Chief Engineer of the Great Western Railway and later of the Grand Trunk Railway. His most important work was the building of the St. Clair Tunnel, for which

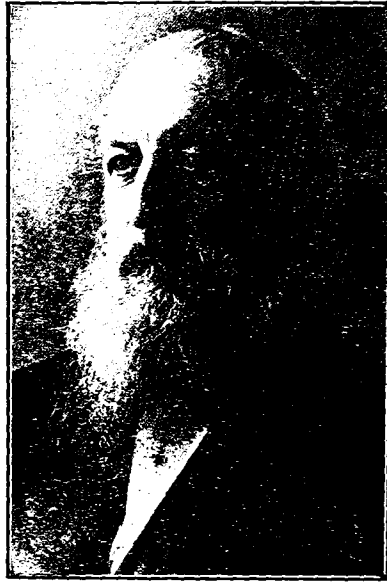
*Died, at Hamilton, December 19th, 1917.

achievement he was offered but refused knighthood. On his retirement from active service in 1907 Mr. Hobson returned to Hamilton. He has been in feeble health for some years. His early married life was here, in the house later known as the McPherson house, taken down two years ago to make room for the new Economical Insurance Company building on Queen Street, where were born several of his children, one of them, Robert Hobson, now president of the Steel Company of Canada. The Waterloo Historical Society has interesting maps made by Mr. Hobson. His map of the Grange survey (lands bought in Berlin, when the Grand Trunk Railway was built through, by Sheriff Grange of Wellington) in the local registry office, made in 1856, is still the most complete and carefully made map of its kind in that office.



Sketch of the History of the Village of Preston*

(Otto Klotz, 1886)



OTTO KLOTZ

At the commencement of the present century a number of Pennsylvania farmers of German descent left their homes to settle in Upper Canada, on fertile lands found on the Grand River.

The first four-horse team, with a family of Pennsylvanians, which arrived in the present Township of Waterloo, came in 1800. It was driven by a young man possessed of considerable energy and a determination to accumulate property by honest industry. This was George Clemens, and he in course of time became not only one of the wealthiest of the early settlers but also one of the most respected among his fellowmen.

Soon after the arrival of the first contingent, a number of other families followed, several of which settled upon the lands now comprised within the limits of the Corporation of Preston. Among these were John Erb, Joseph Bechtel, Henry B. R. Bauman and Henry Brower. Of the first named, Mr. John Erb, it may justly be said that he laid the foundation of the Village of Preston, though it did not obtain the name till later. Mr. John Erb erected a grist-mill and a saw-mill on the place where now the Cambridge

*Published in Preston Progress, long out of print and unavailable. Now given from original manuscript, edited by J. E. Klotz and D. Forsyth, B.A.

Mills stand. This grist-mill was of great importance to the early settlers of the Township of Waterloo, who before its erection had to travel long distances to procure flour. Of some of the first settlers it is reported that they travelled on horseback with a bag of wheat as far as Niagara to have it ground. If it is taken into consideration that it took George Clemens with his four-horse team three weeks to travel from Dundas to what is now the Village of Preston; that in order to get through the dreadful Beverly swamp they had frequently to take their wagon to pieces and carry these pieces and their luggage for long distances upon their backs till they landed upon some dry ground; one may imagine the time and hardship connected with procuring a bag of flour for those first settlers from Pennsylvania.

In 1832 John Erb transferred his property in Preston to his two sons, John Erb, Jr., and Joseph Erb, the former receiving the southern, the latter the northern portion with the mill premises.

Mr. Joseph Bechtel held the farm near the Grand River, generally known as Bechtel's farm. He was bishop among the Mennonites, of quiet disposition, and died at a ripe old age. His youngest son, Joseph Bechtel, Jr., inherited the farm but did not long retain it.

Mr. George B. R. Bauman owned a small farm and carried on a tannery for a number of years. After Mr. Bauman's death the premises came into possession of his son, Peter Bauman, a millwright and floriculturist. The tannery was discontinued and the buildings converted into a factory, in which Mr. Charles Wiseman manufactured mouldings of various patterns for a number of organ and piano builders. After the death of Mr. Peter Bauman the farm was sold to Mr. Christopher Kress.

Mr. Henry Brower owned a farm at the east end of Preston, being the southern part of township lot number one; he is dead and the farm is now owned in subdivisions by different parties.

Among the early settlers may be named Mr. Isaac Salyerds, of Irish descent. Brought up among Pennsylvanians, he married a daughter of John Erb and with her obtained considerable landed property. Isaac was a man of energy. He built a tavern (now owned by Mr. Alfred Thomson,) owned two large farms near Preston and became the owner of a small tannery, near the Grand River, built by one Andrew Smith. Mr. Salyerds erected a large store, built a tannery on those premises and carried on the business of tanning for a number of years. Owing to sickness and other causes his business declined; he discontinued the tannery and died in embarrassed circumstances. Having neglected to make a will, his property went into the Court of Chancery where it remained for a number of years, until the greater portion of it had been consumed by law costs. The tannery premises were purchased by Henry Bernhardt who converted them into a brewery and added a number of buildings as they now stand.

The period between 1826 and 1832 brought several families and individual persons from Europe who took up their abode upon lands now within the limits of Preston, purchasing small parcels

from John Erb and other large land owners. Among these was an English bachelor; or, as rumor would have it, one who had abandoned his wife in England. Mr. Scollick was a man of commanding appearance, possessed of a liberal education. He wrote a bold plain hand, and employed his time as a surveyor of lands, and as a conveyancer and Justice of the Peace. He thereby accumulated considerable means and was universally esteemed, so that his opinion on matters of dispute was almost always considered conclusive. Old Squire Scollick, as he was generally designated, gave the place its name by christening it Preston after his native home in England. He was once elected to represent the people in Parliament and died at a ripe old age in 1839. It appeared that he held out hopes to quite a number of persons that he would remember them in his will, and at his funeral after his will was read it was rather amusing to see the many disappointed faces and to hear the many expressions of surprise and even indignation on learning that all had been willed to his brother, an illiterate man, an old bachelor and a day laborer in the Township of Woolwich. Old Scollick was buried according to his directions in the rear of one of his houses on King Street and his brother, who died some years afterwards, lies buried alongside.

Another of the old settlers was one Mr. Jacob Thoman, a tailor from Switzerland. He built two taverns and for a time did considerable business. The place where his first tavern stood was purchased by George Roos who took it down and erected the present three-storey stone tavern. The moral character of Mr. Jacob Thoman, however, had many blemishes. He was despised by almost everybody and died a miserable death, after all his property had been squandered.

A family of numerous descendants was that of Mr. Jacob Roos, from Alsace, a cooper, who worked in John Erb's mills and who acquired considerable property which descended to his sons, many of whom are still in our midst.

Among the most prominent settlers who came here about 1832 were Adam Ferrie, Jr., and Samuel Liebschuetz; the former a Scotchman and youngest son of the Hon. Adam Ferrie, of Montreal, then head of a large wholesale house; the latter was a shrewd German Jew. Both started a store here and both did a thriving business.

Mr. Adam Ferrie, Junior, commenced in the dwelling house of Jacob Roos, cooper, but soon built a new store and a large warehouse, at present owned by our worthy ex-Reeve Mr. William Schlueter, who converted the warehouse into that well known establishment called "Business Corner." Mr. Liebschuetz erected the store now owned and occupied by Mr. Uttick the tobacconist. Mr. Liebschuetz's business increasing rapidly, he built another store combined with a tavern; but not finding sufficient room in Preston for his energies and ambition, he traded his property in Preston against a mill property, now known as German Mills, but for many years known as Jewsbury, so named after its founder who was a Jew. This was the first grist-mill that was bought and enlarged

with money earned in Preston. Liebschuetz by reason of some criminal act, as was supposed, fled the country and never returned.

Adam Ferrie, junior, who had taken in Thomas H. McKenzie as a partner, did a very thriving business. Possessed of a liberal education, he was one of the most honorable and straightforward of business men, always ready to aid in improvements. He desired to enlarge his business by the erection of a grist-mill and for that purpose endeavored to procure the water privilege and lands near the Grand River, then owned by Mr. John Erb, junior; but all attempts to procure this land, though it was lying waste and remains a waste to the present day, proved futile. The means at the disposal of Mr. Adam Ferrie were considerable, while his father, who at that time was wealthy, encouraged the plans of his son, who upon seeing that he could neither with money nor persuasion procure lands in Preston, looked elsewhere for the investment of the funds at his disposal. He selected an old saw-mill with a good water power about four miles from Preston; purchased the same, sold out his Preston store to Thomas H. McKenzie and left Preston, to the great regret of all reflecting men. The place he selected for his investments he named Doon. Here he built a substantial dam, a large grist-mill, saw-mill, distillery, store, dwelling house, tavern and a number of small dwellings for the men in his employ. Thus out of a wilderness he made a thriving village. This was the second grist-mill built with money at least partly earned in Preston. But unfortunately family difficulties obliged Adam Ferrie to leave Doon and to let his elder brother manage its affairs. The old stern father had decided upon the change and poor Adam, the younger, had to obey. He left Doon broken hearted, and among his last words were heard the expression:—"My brother will not be able to manage that business, it will go to ruin. My father has greatly wronged me, but I have obeyed him to the last." He soon died of a broken heart, a premature death; the Doon property became involved, and the Ferrie Estate lost it. Young Adam's property became fulfilled.

Shortly after Ferrie and Liebschuetz had opened stores in Preston, two young Germans who had been living in the United States, came to Preston and opened a store, in the premises first occupied by Liebschuetz. These two Germans were a Jew named Yost and Jacob Hespeler. They did a good business, but it appeared that Mr. Yost had committed some fraud in Philadelphia, was pursued, captured and taken to Hamilton jail to await his trial. Hespeler managed to make a compromise with Yost's creditors, upon receiving an assignment of all Yost's interests in the store. A short time afterwards Hespeler built a large store and extended his business to a considerable extent; he had also built a distillery some time before.

About this time, in 1836, Preston received a large addition to its population, by a number of German families from different parts of Germany. Village lots were taken up and everyone attempted to build. The carpenter helped the mason, and he in turn helped the carpenter to erect a house. Both bought materials and

store goods on credit and the inevitable consequence was that only few houses were finished, and none paid for. A great many had to be abandoned while those who remained struggled for many years to pay off their indebtedness.

In 1837 and up to 1841 the number of inhabitants of Preston was continually increased by new comers, principally from Germany; but occasionally a few other nationalities made Preston their abode.

The two brothers, John and Frederick Guggisberg who had arrived some years previous to 1836 firmly established themselves here. The elder John, built a tavern known as the "Black Bear"; the younger Frederick erected in 1841 a chair factory, which he gradually increased until it reached its present extensive dimensions.

Among those who came here in 1837 was Mr. Otto Klotz. He purchased a property abandoned by one Richard Haste, who had erected a small brewery; and for several years Mr. Klotz carried on the brewery. In 1839 he partly erected the premises for many years known as Klotz's Hotel, and later continued to increase the same to their present dimensions. In 1862 Mr. Klotz erected a starch factory, which however proved to be a losing undertaking and it was therefore discontinued. The premises and machinery were subsequently leased for manufacturing purposes, but they took fire in July 1873 and were completely gutted. Whether the fire was the act of an incendiary or was caused by spontaneous combustion was never ascertained; the heavy loss which he thereby sustained was fully ascertained. Four years ago Mr. Klotz leased his hotel premises, the name being changed to "Central Hotel," and retired into private life, continuing only his office as Division Court Clerk, conveyancer and other kindred offices, together with a number of offices of trust without fee or emolument.

An enterprising young German came here about 1838 by name of Mr. Jacob Beck. He had invented a peculiar kind of water-wheel, small in size but of great power, and its use in several small water powers gave young Mr. Beck quite a reputation. He commenced a small foundry near a saw-mill in the village of New Hope, and finding considerable encouragement came to Preston, where he erected a foundry upon the premises now owned by Peter E. Shantz in Fountain Street. Business increased rapidly, but unfortunately a fire broke out which completely destroyed his flourishing foundry and Mr. Beck, no insurance having been effected, stood once more poor and penniless; but, thanks to the liberality of his neighbors in and around Preston, a subscription was raised, men turned out to help with work and material and in a short time after the fire, Mr. Beck was again in possession of a foundry of considerably larger dimensions than the one destroyed by fire. He did an excellent business, and had men selling his stoves and other wares over a large part of Western Ontario. His means increased at a rapid rate, and he enlarged his premises according to the wants of his business. Some years later he took in as partners two of the young men in his employ, viz: John Clare and Valentine Wahn, and the foundry business continued to prosper for several years. Mr. Beck had in the meantime

arranged with Mr. Robert Hunt of the Woolen Mills to improve his water power by hightening the dam and digging a canal from the dam alongside the Speed River. This canal is still in existence except a small portion of its terminus which has recently been closed. Mr. Beck for the construction of the said canal obtained the privilege of erecting a saw-mill upon Mr. Hunt's premises. This saw-mill Mr. Beck carried on for some time but seeing that a grand scheme that he had in mind could not be carried out, he sold his sawmill to Messrs. Hunt & Elliott. This grand scheme was nothing less than extending the said canal, crossing King Street and Queen Street and erecting along the canal a number of factories and mills. The proprietor of the land positively refused to grant permission to construct such a canal and Mr. Beck was forced to abandon his cherished plan of making Preston a great manufacturing place, such as the Town of Galt is at the present day. Mr. Beck, notwithstanding the good business done in his foundry, became displeased with Preston. The partnership of Beck, Clare & Wahn was abruptly dissolved, the business closed and the affairs of the firm wound up. Each partner obtained his proper share of the assets, which were largely in excess of the liabilities, Mr. Clare a store and other property and Jacob Beck a large sum of money. He went in search of a mill property which he found in Wilmet. There he erected mills, foundry and other industries, and founded a village which he named Baden. The grist-mill built by him was the third grist-mill built with money earned in Preston.

Mr. Jacob Hespeler who has already been mentioned, tried in 1839 to procure from John Erb the mill site near the Grand River, which Mr. Adam Ferrie, Jr., had vainly attempted to purchase. Mr. Hespeler succeeded in purchasing the same from Mr. Erb, whose wife however refused to sign the deed unless certain stipulations were entered. To these Mr. Hespeler objected and resolved not to build at all on that site. He purchased other lands instead and erected a store, grist-mill and a stone distillery on the north side of King Street, where business was carried on for several years, but finding the power and space of ground inadequate for his ideas and means, and himself hampered by the shortsightedness of certain people, he resolved to leave Preston. In 1845 he bought a valuable water privilege in the Village of New Hope owned by one Abraham Clemens and soon commenced to build up, in grand style, the place now known as the Village of Hespeler. The grist-mill and premises erected by Mr. Hespeler was the fourth grist-mill built with money earned in Preston.

The name of the person who was the real founder of the largest and to the inhabitants of Preston the most important establishment has so far been mentioned only incidentally, but since he well deserves special mention, a brief review of his achievements will no doubt prove interesting. The name of this party is Mr. Robert Hunt, a quiet, unassuming man, benevolent in disposition, closely attending to his business and possessed of superior tact and business qualities. It was about the year 1845 that Mr. Hunt came to Preston. The water privilege now known as that of the Preston Woolen

Mills was acquired by purchase in 1832 by one Charles Wiffler, a German blacksmith, who conceived the idea of starting a wool carding shop, but being unable to carry out that idea, he sold the premises, in 1842, to one Hiram Kinsman, who built a frame two story building in which he carried on wool carding for the farmers in the vicinity. Woolen mills, as we know them, were unknown here in those early days. The farmer brought his wool to the carding mill, had it carded, the carder deducting a usual percentage of the wool for his work, and the farmer took home his carded wool. His wife and daughters spun it into yarn and then this yarn was woven into homespun by the weaver who wove by hand loom, the cotton warp being bought in the stores. Mr. Robert Hunt, upon seeing the water power and premises, at once discovered a mine of wealth latent there which only required energy, tact and means to



JACOB HESPELER

develop. He purchased the premises from Mr. Kinsman in 1845, and set to work with that earnestness, perseverance and forethought which were his peculiar characteristics. The old frame building proved too small, a stone factory was erected and to this were gradually additions and numerous outer buildings. Mr. Hunt's wealth increased with the increase of his premises. A most disastrous fire consumed the whole interior of the main building, but phoenix-like there soon arose from its ashes a large building, filled with the most improved machinery. In 1855 Mr. Andrew Elliott of Galt became a partner of Mr. Hunt and the premises and business were considerably enlarged. After some years, however, Mr.

Robert Hunt retired from business, contemplating to spend the remainder of his days in rest and ease, his sons becoming partners with Mr. Elliott. Another disastrous fire destroyed the main building and its machinery, and as on the former occasion the premises were immediately rebuilt and refurnished with machinery. The premises changed owners several times until they came into the possession of Messrs. Robinson, Howell & Co., who have more than trebled the capacity of the same and with their superior skill, business ability and means have made the Preston Woolen Mills one of the finest and largest in the country and a great benefit to Preston.



CAMBRIDGE MILLS 1886

The grist-mill which became the property of John Erb's son Joseph in 1832 was considerably enlarged by the latter, who also added a distillery, a store and other premises. Mr. Joseph Erb took as a partner Mr. Adam L. Argo and they carried on a milling, distilling and store business, under the firm name of Erb & Argo, for a number of years. Mr. Argo duly retired from the firm and Mr. Walter Gowinlock became the partner of Mr. Joseph Erb. Mr. Joseph Erb's son, Abram C. Erb, after still another change, became a partner and the firm Erb & Son. Some years later Mr. Joseph Erb retired, giving the business over to his four sons; Abraham A. Erb, Cyrus Erb, Joseph I. Erb and Isreal K. Erb, who for some years continued under the firm name of Erb Brothers. They considerably enlarged the business premises, built a substantial store and a dam across the River Speed, but unfortunately success did not crown their efforts. They experienced great losses in their milling and distilling operations and in consequence thereof discontinued their business and the property was sold to different parties.

The purchasers of the mill were Messrs. Samuel J. Cherry and John Cherry who put into it the latest improvements in machinery and did a very lucrative business. John Cherry has since been bought out by his brother Samuel.

Old Mr. Joseph Erb lived to a ripe old age, universally respected and esteemed as an upright, honest and benevolent man. Peace be to his ashes. His elder brother, John Erb, died several years before, his wife soon following him to her last place of rest.

One who will soon be classed among the old settlers of Preston is Christopher Kress, who by his energy and pluck has accumulated considerable property and who has greatly aided in giving Preston a good name as a desirable place of resort for the cure of rheumatism and kindred diseases, through its mineral baths.

The mineral springs were struck by one Peter Erb while boring for salt in 1838, which he never obtained. He placed no value in the sulphur water he had so struck. After abandoning boring, the water of the spring was employed for driving an overshot wheel of a wagon making shop, occupied by one Daniel Hagey, until Mr. Samuel Cornell obtained from Mr. Joseph Erb sufficient land near the spring to erect an hotel. Mr. Cornell with great energy built suitable premises and a bath house with boiler to enable him to furnish hot and cold baths. His undertaking proved successful but death terminated his career. The property was sold and Christopher Kress became its owner. He greatly enlarged, improved and ornamented it and the invalids who have sought and obtained relief at the Preston mineral baths count by the hundreds.

Another household name in Preston is that of Mr. John Clare who for many years carried on the stove foundry and at the same time filled the position of councillor and reeve of the village. The business is now carried on by his two sons George A. Clare and Frederick Clare, who have recently greatly enlarged the plant in order to make its capacity equal to the increase of their large business, carried on under the firm of Clare Brothers & Co., manufacturers of furnaces, stoves and various other articles. Their newly erected three-story buildings are a credit to the owners and an ornament to Preston. The senior member of the firm, Mr. George Clare, fills the responsible and honorable office of reeve of the village.

Aid to Manufacturers

In 1864 the municipal council passed a bylaw, which was approved by the ratepayers, exempting from taxation for ten years all buildings and machinery for manufacturing erected or put up during that period provided the power used was not less than ten nominal horse power, and that no higher assessment than the valuation for 1863 be made upon existing manufacturing establishments. This bylaw was subsequently renewed for an additional ten years.

In 1875 the municipal council passed two bonus bylaws which were also approved by the ratepayers; the one bylaw granted a bonus of \$5,000 to Messrs. Detweiler and Shantz for the erection

of shops for the manufacture of agricultural implements, the other a bonus of \$6,000 to Messrs. W. D. Hepburn and Company for the erection of a factory for the manufacture of boots and shoes. In 1886 the municipal council passed a third bonus bylaw, which was also approved by the ratepayers, granting a loan of \$5,000 without interest for ten years to Messrs. W. Stahlschmidt and Company.

Messrs. Detweiler and Shantz purchased the old foundry of Valentine Wahn, enlarged the same and commenced their business, which succeeded admirably. Mr. Detweiler later retired from the firm, Mr. Shantz continuing the business alone. He has recently greatly enlarged the premises and is doing an extensive business in agricultural implements.

Messrs. W. D. Hepburn & Co. erected a factory and conducted therein the manufacture of boots and shoes, employing a considerable number of workmen. It is however, to be regretted that they intend leaving Preston, having agreed to remove to Ingersoll upon being paid a large bonus by that town. The third firm aided by a bonus, though not by absolute grant of money, but only by a loan which they are bound to repay after a period of years without interest, is Messrs. W. Stahlschmidt and Co., manufacturers of office, chair and lodge furniture. This business was started by Mr. William Stahlschmidt several years ago, while he was principal of the Preston school. Mr. S. had made various improvements in school desks for pupils and arranged for the manufacture of the same, receiving a certain profit upon the sale thereof. After giving up the profession of teacher, Mr. S. commenced manufacturing on his own account. The superiority of his articles soon secured large sales and the business consequently increased so rapidly that he not only sold in Ontario, but also in other provinces of the Dominion. In November 1885 he took in as a partner Mr. Jacob E. Klotz, who was possessed of means and business abilities, and with whom the firm of W. Stahlschmidt & Co. was formed. The firm has during the fall of 1886 erected a large three-story stone building, supplied with the best improved machinery. They sent a large number of their school desks and office desks to the Colonial exhibition at London, England, Mr. Klotz personally attending to the same there. The result of this enterprise is already experienced by sales of a number of their desks which are being sent to various parts of the globe, including, besides England and Germany, North Africa, South America and Australia. To the superior ability of managing the various branches in this manufacturing establishment which Mr. Stahlschmidt has shown to possess, and the valuable assistance he receives from his excellent foreman, Mr. Jacob Mickler, is to be attributed the great success which the enterprise has shown in so short a period.

The Preston Railway Debt

In 1852 an act was passed whereby the Galt and Guelph Railway was incorporated.

The directors of that company made an agreement with the Canadian directors of the Great Western Railway Co., whereby

the Great Western Railway Co., upon the building of the Galt and Guelph Railway by the directors thereof, was to assume that railway and all liabilities, work it and pay each stockholder of stock in the same six per cent. upon the stock subscribed and paid. This agreement was used as a great incentive to subscribe stock and accordingly not only individuals but also several municipalities were induced to subscribe stock. The municipalities were:—

Town of Guelph.....	\$ 70,000.00
Township of Guelph.....	20,000.00
City of Hamilton.....	40,000.00
Village of Preston.....	40,000.00
	<hr/>
	\$170,000.00
Bona fide Private Stock.....	17,000.42
	<hr/>
Total Stock....	\$187,000.42

There was also some bogus stock which was subsequently cancelled. The bylaw passed by the municipal council of Preston was sanctioned by the ratepayers with an overwhelming majority, the few voices raised against its passage, though forcible in argument and true in every respect as future events demonstrated amply and fully, were drowned by the vociferous shouting of the multitude which had been seduced by the leaders of the movement. The bylaw was sanctioned on the 20th day of December, 1853, and came into force the next day. By it the Corporation of Preston was authorized to subscribe stock in the Galt and Guelph Railway Company for four hundred shares at twenty-five pounds, one hundred dollars a share, and to issue debentures for the same, to be redeemed in twenty years from date of bylaw. It was provided in the bylaw that a sinking fund be formed and that sufficient money be raised annually by taxation for such sinking fund and for the annual interest on the debentures. As the annual value of the amount of rateable property in Preston in 1852, was ascertained to be \$13,-862.60, the rate required to be raised for the payment of interest and the creation of a sinking fund was thirty-four cents on the dollar and the amount to be raised annually till 1873, by a population of 1540, was \$4,400. Soon after the said stock was subscribed, with the assurance that it never needed to be paid, as the Great Western was to assume all the liabilities as soon as the G. G. Railway would be built, the Managing Director of the G. W. R. R., Mr. C. J. Brydges, went to England and took with him for confirmation the said agreement. It was said here that such confirmation was a mere matter of form and that there was no doubt of it being obtained. But the English Board of Directors of the G. W. R. R. took a different view; they condemned the act of the Canadian Directors and refused confirmation. When Mr. Brydges upon his return brought this sad news, the Directors of the G. G. R. R. contemplated to compel the G. W. R. R. and enforce the terms of said agreement, but unfortunately by some mere formality they were thrown out of court. The agreement had not the seal

of the G. W. R. R. attached and since a corporation is recognized by its seal, this omission of attaching the seal gave the G. W. R. R. Co., in point of law, the right to disown the agreement.

This regulation on the part of the G. W. R. R. Co. was a sad blow to the Directors of the G. G. R. Co., who had their own road partly completed and no funds to purchase rails with.

Thereupon on the 2nd of October, 1885, a lengthy agreement was made between the G. G. R. R. Co., and the G. W. R. R. Co., whereby the latter agreed to equip and work the road for a period of years, keep an account of receipts and expenditures, pay over balance of receipts, if any, to the Board of Directors of the G. G. R. R. Co., and bear themselves the loss in case of an adverse balance.

The G. W. R. R. Co., however, instead of keeping such account in the true spirit of justice and equity, kept no separate account of the G. G. R. R. Co. at all, but charged all receipts from the main line and the branch line in one account and all the expenditure upon the main line and the branch line in another account. Then in making out the half yearly statement for the G. G. R. R. Co. they charged the G. G. R. R. Co. its share per mile of the whole expenditure, including all the great losses of accidents on the main line, notwithstanding that the branch line only ran one train to at least six trains on the main line, while in making out that statement they only credited the G. G. R. R. for all freight shipped thereon for the actual miles on that branch without in any way accounting for the profit made by way of freight paid by shippers upon goods sent from the several stations on the branch line and also over the main line.

Against this inequitable mode of charging and crediting, objection was raised and the matter was submitted to the Court of Chancery, which Court ordered the G. W. R. R. Co. to render an account in accordance with the principles of justice and equity and as contended for on the part of the G. G. R. R. Co. Unfortunately however the only parties who at the meetings of the Board of Directors of the G. G. R. R. Co. strongly urged the final prosecution of that order of Court were the representatives of Preston, while the other parties composing the Board were either under direct obligation to the G. W. R. R. Co., for favors received, or were more or less indifferent upon the subject. The consequence was that further proceedings were stayed, and a compromise made between the G. W. R. R. Co. and the G. G. R. R. Co. whereby the latter gave up to the former the whole railway and all its privileges and the former assumed the working and managing of the road; thus Preston lost its claim. Preston had not, nor had any other of the municipalities, raised a sinking fund to redeem the debentures as they matured. Of the debentures issued several had been redeemed but the unredeemed portion was still so large that there appeared no alternative other than the issue of new debentures to redeem the railway debentures. The debentures redeemed were paid partly with Clergy Reserve Fund money, partly only by direct taxation money, viz:—

Clergy Reserve Fund Money, 40 shares, \$4,000 paid thereof	\$ 3,336.40
Tax Money bought by Council, 16 shares \$1,600	1,322.69
Tax Money bought by Erb & Klotz, 72 shares, \$7,200 paid therefor	5,523.62
128 shares, \$12,800 paid therefor	\$10,182.71

Leaving unpaid 272 shares at \$100, \$27,200 besides interest. The shares or debentures bought by Abram A. Erb and Otto Klotz were those held by the G. W. R. R. Co. and which the Court of Chancery had ordered to be sold. They were advertised for sale by public auction, and Messrs. Erb & Klotz were deputed by the Preston council to attend the auction with a view to purchase those debentures; they succeeded in their mission by managing to procure those debentures amounting to \$7,200 principal with interest due, \$216, a total of \$7,216, for a cash payment of \$5,408, making a clear profit of \$2,008. Mr. Klotz had previously arranged for the loan of \$5,408 and the difference between the two sums shown, viz, \$5,523.62 and \$5,408 is for interest on that loan. While that heavy debt of \$27,200 with half yearly interest was hanging like a dark cloud over Preston, threatening almost certain ruin, a real Godsend came by way of a statute of Ontario. By this statute it was enacted that the municipalities which had issued debentures in furtherance of railways in this province, and had not already borrowed money from the Municipal Loan Fund, should be entitled to receive aid from that fund for the purpose of paying off such indebtedness, or certain portions thereof, according to a certain scale laid down in the statute. Accordingly every effort was made by the Preston council through certain parties specially appointed for that purpose to advance and make known to the Government of Ontario, the claim of the municipality of Preston upon the Municipal Loan Fund by virtue of that statute. The result of several interviews with the Prime Minister of Ontario proved successful and the Municipality of Preston obtained in 1873 from the Provincial Treasurer the sum of \$22,254 for the redemption of railway debentures to that amount, and the debentures were redeemed accordingly and sent to the Provincial Treasurer for cancellation. This left the sum of \$4,946 of debentures still unredeemed and these were paid off from money raised by direct taxation; so that by the time the debentures matured all were redeemed and Preston stood once more free of debt; after struggling for twenty years in endeavoring to keep its head above water and avoid drowning with that millstone of \$40,000 debt and interest weighing upon its body.

The actual cash paid by the Municipality of Preston for this railway debt, besides incidental expenses for lawyer's fees, bond costs, etc, was as follows:—

Cash paid for debentures redeemed as above	\$10,182.71
Interstet paid on coupons during 20 years....	37,444.62
Last debentures redeemed in 1873.....	4,946.00

\$52,573.33

Really an appalling sum if it is taken into consideration that all Preston got for it was that a station was built in Preston, while if Preston had not taken stock the railway would have passed Preston about one mile to the south, where a station might have been built for a mere trifle.

The Grand River Bridge

The inhabitants of Preston and especially the business men conceived the idea that a bridge across the Grand River at what was then called Bechtel's farm, now Oberholtz's farm, would be of great advantage to Preston, in as much as it was in a straight line from Strassburg to the junction of the Berlin road with that leading to the Bechtel farm. Accordingly a subscription was raised and with the money thus obtained a bridge was built across the Grand River; and the hill on the opposite side of that river partly lowered. This bridge proved of great benefit to Preston, as farmers of the west coming through Strassburg could reach Preston almost as quickly as Doon, and sooner than they could reach Blair and Galt.

Unfortunately freshets carried off the bridge and thereby one important road leading into Preston was blocked again by the unbridged view. The Municipal Council of Waterloo Township had for several years performed statute labor upon the approaches and even repaired the bridge itself. By this act that council had virtually in law assumed the bridge, and were accordingly bound to keep it in repair as also to rebuild it after being carried away. The Reeve was notified accordingly but the Township Council appeared unwilling to rebuild and notwithstanding that there could be no doubt about the responsibility of that council for such rebuilding neither the people of Preston nor its council in particular could be induced to take legal procedure against the Township Council. The matter remained unprosecuted, the bridge was never rebuilt, the road about two miles nearer to Strassburg than going there by way of Blair became virtually a blocked road and Preston lost one of the chief tributaries to its grist-mills and other business places.

Schools

Our public schools were started in 1841 immediately after the Common School Act for Upper Canada was passed. The school officers now named trustees were then called commissioners, and these had similiar powers to the early trustees, engaging teachers, providing schools and funds. Among the first of these school commissioners was Otto Klotz, who has been a school officer ever since. Free schools were only permissible in former years,

though in later years all schools became free by statute. If any school section desired to have a free school, the ratepayers had to petition the district council to that effect and upon a favorable response to such petition the township collector had to collect in such school sections the requisite funds for paying the teacher's salary. The people of Preston availed themselves of that privilege and had a free school since 1845. On the first of January, 1852, Preston became an independent village, and the first act done by the newly elected Board of Trustees was to resolve upon a free school system. This system was however strongly assailed by some re-actionists and in October 1855 a rate-bill system of 50 cents per quarter year was introduced. The friends of the free school system concluded that it would be prudent to let these shortsighted men have their way for some time as this would produce the best cure. This step proved a wise one, for only one year was required to prove the great folly of the rate-bill system and early in 1857 it was abolished and the free school system again established. Many of the rate-bill men became converts to the free school system and some of them strongly advocated the same.

In 1852-1853 a new school house was built, to which in subsequent years several rooms have been added. The Preston school has always occupied a prominent position in this County and whenever there has been a competition, the pupils of the Preston schools have been among the foremost. Especially was this exemplified in 1853 and 1855 when the County Council granted a sum of money for prizes to be competed for by pupils in the county. The examiner chosen was John H. Sangster, Mathematical Master of the Normal School, the pupils were designated by numbers only, printed on cards fastened to their breasts. At those two memorable public competitions three boys from Preston carried off about nine-tenths of all the prizes. These two boys were: John Lehman, John Mickleborough and John Idington, the former taking nearly all the first prizes. John Lehman became a carpenter, and later a contractor in Boston, where he lost his life by a fall. John Mickleborough has been for many years at the head of a large school in Cincinnati and John Idington is a Queen's counsel in Stratford. Similar competitions in subsequent years have shown that the Preston school has maintained its prestige.

From the school statistics since the incorporation of the 1st January, 1852, the following facts are gathered:—

School population of children between 5 and 16 years of age, 1852, 314; 1856, 386; 1863, 380; 1870, 320; 1875, 358; 1885, 335. Of these there were entered on the register as attending school 1852, 130; 1856, 182; 1863, 360; 1870, 301; 1875, 372; 1885, 324. The number of teachers employed since 1852, was as follows: 1852, two; 1853 to 1870, three; from 1870 to 1875, four; and from 1875 to 1886, five. Teachers salaries paid from 1852, \$307.25; from 1853 to 1870 average per year \$1,141.59, from 1870 to 1875 average per year \$1,291.19 and from 1875 to 1886 average per year \$1,877.27. The estimated value of school

property in June 1886 was: real estate \$6,200, furniture \$1,280, apparatus \$150, library \$100, making a total of \$7,730. The average cost for school salaries, repair fund and incidentals during the last three years, 1883, 1884 and 1885, is \$2,455.32; the average cost per pupil allowing for interest on school property is \$9.79 per year for each pupil. As the School Act does not allow trustees to charge non-resident pupils more than 50c per month for tuition, outsiders are taught for less than the rate-payers pay for the school expenses.

The Fire Department

This was called into existence in 1844 by a number of the inhabitants forming themselves into a Hook and Ladder Company, with Jacob Hespeler as captain and Otto Klotz as secretary. In 1850 the inhabitants formed a regular fire company with Jacob Hespeler as captain and Otto Klotz as secretary-treasurer. An engine and other apparatus were procured and an engine house built by voluntary subscription; a constitution and bylaws drawn up and every member required to procure his own uniform. In 1851 the Fire Company arranged with the German Oddfellows Lodge for the joint use of the upper portion of the engine house, and the rent, received for several years in advance for the same, materially helped to pay off the cost of the building. Some years later a second fire company was formed having an engine of its own. The two companies were formed into a brigade with only one chief, but it cannot be said that they worked together very harmoniously, and the brigade only existed in name and not in reality. The independent and liberal spirit which for many years had been a characteristic of the first fire company gradually died out, as sufficient men could not be got to join the same and procure their own uniform, and in 1872 it was resolved to dissolve the company, divide the funds and turn over the property consisting of the engine house and grounds, fire engine, hose, hook and ladder apparatus and other property to the Municipal Council upon condition that the Council form a new fire company under its own immediate supervision. The Council having consented to these terms, the property was accordingly transferred to the Council. This terminated the independent fire company after an existence of twenty-two years, from 1850 to 1872.

The first subscription list is dated 1st April, 1844, forming the Hook and Ladder Company is yet in possession of Otto Klotz, the names are: Adam Ferrie, Jr., Jacob Hespeler, Isaac Salyerds, Hugh R. Folsom, Otto Klotz, Peter Knechtel, Daniel Halberstadt, Michael Stuempfle, George Roos, Ludwig Haberle, Wilhelm Jung, Frederick Bittman, Jacob Gaus, John Zing, George Uhrin, George Aspinleiter, Joseph Kohler, Ignatz Burnhardt, Joseph Zyrd, Carl Israel, Jacob Fuhry, Martin Thoman, Franz Ibach and Franz Lotter of whom as near as can be ascertained there are only three surviving, viz: Hugh R. Folsom, Otto Klotz and George Roos.

The Mechanics Institute

Next in importance to our excellent public school is the Mechanics Institute, providing useful instruction through its valuable and large library to the mechanic, artisan, tradesman and farmer; to the student of literature, science and art, to the professional man and last but not least to the fair sex, be it blooming maiden, the young housewife and mother, the aged matron; all may find instruction in dress making, mending, darning, cooking, baking, housekeeping, manners, rules of society, rearing and educating children and in making home the abode of peace and harmony, comfort and love. The Institute was established in October 1871, and the first sum requisite to enable it to draw the legislative grant was raised by subscription and voluntary contribution, after which it has managed to be self sustaining; and in recent years the equivalent to the legislative grant, being \$200, has been furnished by the municipal council.

During the existence of the Mechanics Institute it has drawn fourteen consecutive yearly legislative grants of \$400, amounting in the aggregate to \$5,600. On the first day of May, 1876, being the end of the fiscal year, its library contained 3,933 volumes, being 2,754 English and 1,179 German volumes, of a total value of \$7,400.71, and the library is increased from year to year. The reading room is furnished with a large number of periodicals, magazines, reviews and newspapers, both in English and German, including a number of illustrated papers.

Evening schools are provided for young men and young women who desire to avail themselves of this excellent mode of cheap, practical and useful instruction, and it depends entirely upon them whether such schools shall be continued or not as the Board of Directors will offer every facility in their power. The accommodations which the Mechanics Institute at present can offer to the public are certainly not in harmony with the great value of its library and reading room; and owing to the crowded state in which everything has to be kept at present for want of room, many valuable treasures are hidden from view and can hardly be found even after diligent search. The Board of Directors have certainly done all in their power to make, with the limited local means at their disposal, the library one of the largest Mechanics Institute libraries in Ontario; and it now behoves the public to provide the necessary accommodation, so that all may have a chance of enjoying and profiting by the numerous and various treasures in our midst. Let us therefore hope that at no distant day the taxpayers of Preston will manifest their liberality and at the same time their sense of duty by requiring or requesting the Municipal Council to raise the necessary funds for the erection of a substantial and suitable building for Mechanics Institute purposes, in which at the same time might be furnished a council chamber, so much needed in this municipality, since the present place wherein our municipal affairs are transacted never was or never can be made suitable for those important matters.

ROLL OF HONOUR

Officers and Men of Waterloo County who have made
the Supreme Sacrifice for King and Country

ADDITIONS, 1917

GALT

Pte. James C. Baird.	Pte. Harold Lamb.
Pte. Samuel Ball.	Pte. Reginald Ernest Lanning.
Pte. John Barbour.	Sgt. Sydney J. Lee.
Pte. Frederick Albert Barnett.	Pte. Frank R. Lesemer.
Pte. G. S. Batters.	Pte. Percy Lavery.
Pte. Joseph Bell.	Gunner Edward A. Mann.
Pte. John Blundell.	Pte. Allan McDonald.
Pte. J. E. Brigdon.	L.-Corp. Henry Lorne McFayden,
Pte. Arthur Brown.	M.C.
Pte. K. C. Brown.	Pte. William Cecil McGrath.
Pte. Philip Brown.	Pte. George Miller.
Pte. Edward Caines.	Gunner Ed. Morris.
Capt. George Walter Call.	Pte. H. P. Munn.
Lieut. John James Campbell.	Lieut. Richard Needs.
Pte. John Carpenter.	Pte. Thomas Neill.
Pte. John Carradice.	Pte. John Nichols.
L.-Corp. John Chalk.	Driver Alfred Lloyd Norman.
Pte. Thomas Clara.	Pte. Albert Edward Osborne.
L.-Corp. John Clark.	Pte. Leon Evert Parker.
Pte. William Clarke.	Pte. Cecil Pratt.
Pte. C. Clay.	Capt. H. H. Pratt.
Pte. William B. Couthard.	Pte. Stanley Rogers.
Pte. K. Crichton.	Driver Herbert Smith.
L.-Corp. Thomas Crosser.	Sergt. L. S. Smith.
Pte. George Davis.	Pte. John S. Stevens.
Pte. Oliver Dedman.	Pte. Robert G. Stewart.
Pte. Harry Alexander Dingwall.	Pte. Alexander Stubbs.
Pte. Jack Douglas.	Pte. John Stubbs.
Pte. Walter Davidson Drylen.	Pte. Edward Stumpf.
Pte. Thomas Essery.	Pte. J. E. Sullivan.
Pte. Horace Fabrian.	Pte. Stanley Thomas.
Pte. J. M. Gibb.	Pte. James Stanley Tones.
Pte. William Gray.	Pte. Arthur Turner.
Pte. Frederick Henry Grove.	Pte. James Frederick Ward.
Pte. Arthur Hamm.	Pte. J. W. Warden.
Pte. Granville Hartley.	Pte. Charles Warner.
Pte. William H. Hartley.	Capt. Joseph Frank Welland.
Pte. Alfred Hatfield.	Pte. Arthur White.
Pte. Henry Hedges.	L.-Corp. John Yarrow.

ROLL OF HONOUR: *continues*

KITCHENER

Lieut. George J. Beaumont.	Pte. J. P. MacCallum.
Major George Herbert Bowlby,	Pte. Emanuel Pequegnat.
M.D.	Pte. Walter Conrad Schierholz.
Pte. George Bradley.	Gunner Stanley W. Schreiter.
Pte. Milton Lewis Capling.	Lieut. Harry Snider.
Aviation Gunner David Ward	Pte. Ross Stewart.
Clement.	Lieut. Clifford Stokes.
Pte. Franz Conrad.	Pte. George Strub.
Pte. Harry Conrad Delion	Pte. H. Waddell.
Pte. A. Fyle.	Pte. W. H. Walker.
Pte. Arthur Manuel Hall.	Lieut. Robert Washburn.
Corp. C. H. Hoyland.	Pte. James Willis.
L.-Corp. Peter Jansen.	Pte. A. Zapfe.
Pte. Henry John Looker.	

PRESTON

Pte. George Bradley.	Pte. John Francis McConnell.
Pte. Robert Canning.	Pte. Robert Gladstone McIntosh.
Pte. Edward Callan.	Pte. Robert Walter McMeekin.
Pte. Charles Clark.	Pte. R. Middlemiss.
Pte. Frank Cooper.	Pte. Harry Newland.
Lieut. George P. Fink.	Pte. William J. Parker.
Lieut. Lyell Corson Johnston.	Pte. Charles Herbert Riley.
Pte. Henry George Haddaway.	Pte. Joseph Thomas.
Corp. Joseph Hackett.	Pte. Lance Carl Von Ende.
Pte. Edward Hale.	

WATERLOO

Pte. Sheldon Uffelman.	L.-Corp. Clayton Fenner.
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HESPELER

Pte. Philip Odling Gothorp.	Lieut. John James Jardine.
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NEW HAMBURG

Pte. Ivan Bernard Marty.	Pte. Clinton Tye Walker.
Pte. Albert Edward Merner.	Lieut. Russell Williams.



Experiences with the First Western Ontario Regiment, Canadian Expeditionary Force

(Corpl. E. Wackett, First Battalion, C. E. F.)

At the outbreak of the Great European War in August, 1914, the Canadian Government decided to raise an Expeditionary Force of 33,000 men to assist Great Britain in her fight for freedom against Hohenzollern tyranny. Within two months the force had been raised, equipped, armed and sent to England, a remarkable feat when Canada's unpreparedness from a military standpoint is considered. The Minister of Militia immediately established one of the largest military camps in the world at Valcartier, in Quebec, where the forces could assemble and receive their preliminary training.

Camp and army grew together. Roads were made, drains constructed, miles of water-pipes laid down, trees removed and a rifle range three and a half miles long was built. Within two weeks of the opening of the camp, 25,000 men had arrived from every corner of the Dominion.

Companies were organized and formed into battalions and battalions into brigades. The privilege of carrying the badge of the First Battalion was given to the Western Ontario units and I with other Kitchener men felt proud to receive this honour.

The discipline which had been enforced from the first began to have good results so that the whole force rapidly became a trained army.

Toward the end of September the whole division was reviewed by the Duke of Connaught, Sir Sam. Hughes leading us in the march past the saluting base. A few days later the First Battalion was on its way to Quebec and soon others followed. There we found the transports in waiting and we marched abroad at once on arriving at the docks.

Each liner on receiving its complement of troops, guns or horses moved down the river to Gaspe Bay. The whole fleet of thirty-two vessels finally sailed from the shores of Canada on the third of October, 1914, in three lines ahead, guarded by six of His Majesty's cruisers.

The voyage was a long one but quite uneventful. Each day had its drills and fatigues, washing decks, physical drill and boat drill, constituting a part of the routine. In the evenings we would assemble on deck and pass the time in singing and dancing. Toward the end of the voyage, when the possibility of a fight with the submarines added excitement to the life on board, we were ordered to carry our life-belts and to be always ready for an emergency. It was on October the fourteenth that the fleet entered Plymouth Sound, thus terminating the voyage.

On hearing of our arrival the inhabitants of Plymouth who had been unaware of our coming, due to the strict censorship, immediately rushed in hundreds to the docks where they cheered

and cheered again, the troops taking it up until the hills beyond the town re-echoed it. Next day when we disembarked and marched through the streets we received a welcome we shall never forget. Within two hours after leaving the transports we had entrained and were on our way to Salisbury Plains.

The division occupied six camps on the Plains. The First Brigade, consisting of the first, second, third and fourth battalions, was located at Bustard Camp, about seven miles from the city of Salisbury.

Shortly after our arrival we were reviewed by Lord Roberts, the occasion proving his last public appearance in England. In the course of his address he remarked upon the splendid bearing of the division and said: "We are fighting a nation which looks upon the British Empire as a barrier to her development and has in consequence long contemplated our overthrow and humiliation. The prompt resolve of Canada to give us such valuable assistance has touched us deeply." A few days later this gallant soldier crossed to France to review the Indian troops and there died within sound of the guns and among brave men, truly a fitting death for such a man.

Early in November we were reviewed by His Majesty King George V. and Lord Kitchener.

Meanwhile we received instruction from competent British army instructors and for four long months we marched and drilled and dug trenches in the mud of Salisbury Plains, enduring the cold and rain of an English winter with all the courage at our disposal.

On Sunday, February the fifth, at two o'clock in the afternoon, we were paraded and informed that we were leaving for France, and seven o'clock found us aboard the troop train speeding toward an unknown destination. By two the next morning we had arrived at Avonmouth on the Bristol Channel, and by four we were safely aboard the transport, *Architect*. We had left the shores of England behind and had started on the last stages of the great adventure.

In the early morning of Wednesday, February the eighth, we disembarked at St. Nazaire on the Bay of Biscay and started on a journey by train of 350 miles for the firing line. We left the train at a small village called Merris, well within sound of the guns, and four days later marched forward to our first experience of actual warfare.

We received our initiation from the Leicesters and Staffords at Armentieres. The British regulars proved very friendly and taught us the rules of war and the code of the trenches. While undergoing this special instruction, we lost a few men who were too curious and exposed themselves to the ever ready sniper in looking over the parapet across No Man's Land. The German trenches were really only fifty yards away as the English troops had informed us in reply to a flood of questions.

A few days later the division marched south to take over a line of trenches at Fleaubeaux, about four miles north of Neuve Chapelle. Before the exchange was effected, General Alderson, who

was in command of the division, seized the opportunity to address the troops. The General spoke of our losses at Armentieres and advised us to curb our curiosity. He told us further that we were taking over fairly good trenches. "New troops shoot at nothing the first night. You will not do so for it wastes ammunition and hurts no one and the enemy says 'These are new and nervous troops.' As a result you will be attacked. My old regiment, the West Kents, have been out since August, 1914, and have never lost a trench and the British Army says of them, 'The West Kents never budge.' It is a good omen. I now belong to you and you to me and before long the Army will say 'The Canadians never budge.' Lads, it can be left there and there I leave it."

That night the First Battalion moved into the trenches and relieved the Leicestershire Regiment. Now began a period of trench warfare in the mud of Flanders. Water was baled out of the trenches hour after hour, only to ooze back through the sodden soil. Planks were put down and bricks from the ruined houses in our rear were thrown in. Yet the mud smothered everything. We stood knee deep in mud, sat in mud and lay in mud. We crawled through the mud to and from the trenches when reliefs were effected and hid in the mud to escape the German shells.

It was not till the tenth of March, 1915, when the memorable battle of Neuve Chapelle began, that we realized fully what war really meant, and appreciated the full meaning of "casualties." No Canadian troops went over the top during this battle, it being our business to keep the troops opposed to us from reinforcing Neuve Chapelle. That we did all that was expected of us is proven by Sir John French's despatch which reads "During the battle of Neuve Chapelle the Canadians held a part of the line allotted to the First Army and, although they were not actually engaged in the main attack, they rendered valuable help by keeping the enemy actively employed in front of their trenches." After this battle had died down comparative quiet reigned along our trenches and towards the end of March we were relieved and withdrawn and retired to a rest camp.

We had received our baptism of fire under very favorable circumstances, having been surrounded by a great battle without actually becoming involved in it. We had heard artillery fire that shook the earth and almost burst the ear drums. We had seen its terrible effect on the German trenches and had seen troops swing forward to the attack, and afterwards the long line of terrified prisoners brought in, seemingly dazed by the intensity of the barrage fire. We too had casualties for no unit enters or leaves the trenches without them as the sniper never fails to claim his daily toll.

Early in April we marched into Belgium where the Second and Third Brigades took over the trenches from the French Eleventh Division, while the First Brigade went into reserve on April 17th. The First Battalion was billeted at Vlamertinghe, about five miles south of the stricken city of Ypres and well within the famous Ypres salient, spoken of by troops as "The Morgue."

At precisely five p.m., on April the twenty-second, a bombard-

ment started which equalled that of Neuve Chapelle in intensity. Where quiet had reigned now was a shambles. The village streets were in chaos. Gun carriages and ammunition wagons were hopelessly mixed up and galloping gun teams without their guns were careering wildly in all directions. Terrified women and children added further to the awful scene while every few minutes high explosive shells fell into the crowded streets, causing terrible havoc. Orders were immediately issued for all men to stand to arms. Our officers learned from fugitives that the Germans had broken through the French lines on a four mile front by means of asphyxiating gas which they had projected from their trenches with force pumps. The deadly gas was carried over the French trenches by the wind, poisoning thousands of men. Those that survived the gas fled in terror, leaving the position undefended and the Second and Third Canadian Brigades on the right without any left wing.

By midnight order had been restored and the situation communicated to headquarters. Meanwhile the Canadian Divisions were doggedly holding their line. Although their left was "in the air" the left flank fell back to protect their rear, thus forming two sides of a triangle with the apex toward the enemy. When orders came from headquarters the First Brigade immediately moved in to support the Third Brigade. About this time the tenth and sixteenth battalions made their famous charge on the wood of St. Julien recapturing the four British guns which had been lost when the French troops retired so precipitately.

The enemy followed up his advantage by throwing four divisions of the famous Prussian Guards into the gap which he had made in the line in an attempt to outflank the Canadian left. Had he succeeded, our troops as well as the British on our right would have been annihilated and the march on Calais an accomplished fact.

Formidable as the attempt undoubtedly was, it was decided to give relief by a counter attack upon the first line of German trenches, now far advanced from those originally held by the French. The First and Fourth Ontario Battalions were chosen to make the attack at half-past six on the morning of April the twenty-third. It is safe to say that the youngest private in the ranks as he set his teeth for the advance, knew the task in front of him and all that rested on its success.

It did not seem possible that any human being could live in the rain of shot and shell that began to play upon us as we advanced in open formation. For a time every other man seemed to fall. The first line came under a particularly withering fire and for a moment—but only for a moment—it wavered. Lieut.-Col. Birchall of the Fourth Battalion coolly stepped forward and with a light cane in his hand he cheered us on and almost immediately fell dead. With a cry of anger the whole line sprang forward and his example and sacrifice were not in vain. In the face of a direct frontal fire and in broad daylight the attack was pushed home to the first line of German trenches and after a hand to hand struggle the last Prussian who resisted was bayoneted and the trench won.

The measure of our success may be taken when it is understood that this trench represented in the German advance, the apex in the breach which the enemy had made in the original French line and that it was two and a half miles south of that line. In the words of the official despatch, "this brilliant and successful attack undoubtedly saved the situation."

The Germans poured tons of shells into our trench until it was obliterated. We then formed into small parties and hung on in the shell craters. They then sent over clouds of the deadly poison gas, followed by strong infantry attacks. We dampened our handkerchiefs with water from our bottles and tied them over our mouths to act as respirators and charged to meet the attacks. They were so astonished to see us come reeling and staggering through the deadly fumes that, when their first line fell before our bayonets, the rest turned and ran.

The position was becoming desperate but we were determined to hold the ground which we had won at such a price, and we did hold it against all comers and in the face of every conceivable form of projectile until the night of Sunday, April the twenty-fifth, when a relief was effected and fresh troops took over the sorely harassed position.

All that remained of our gallant battalions, that had stopped the German advance at the critical moment and had held it in check without support until reinforcements could be hurried up, was now withdrawn and placed in support trenches. On May the fourth the remnant of the First Canadian Division retired to Bailleul to be reorganized and reinforced.

The First Canadian Division wrested from the trenches, over the bodies of the dead and maimed, the right to stand side by side with the superb troops who, in the first Battle of Ypres, broke and drove before them the flower of the German military machine.

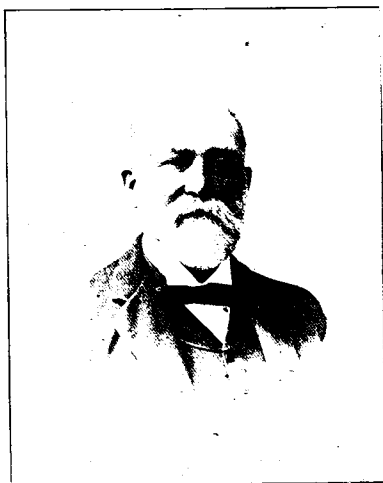
Thus was this little corner of Flanders consecrated for Canada.



BIOGRAPHY

DAVID SOVEREIGN BOWLBY, M.D.

The Bowlbys are a well known U. E. Loyalist family in Norfolk, Brant and Waterloo Counties. Their ancestor, Richard Bowlby, a native of Nottinghamshire, England, left landed possessions in New Jersey in 1783, at the close of the Revolutionary War, and settled in Annapolis County, N.S. With him came his son, Richard Bowlby, Jr., born in New Jersey, who married a niece of Josiah Wedgwood, celebrated in English industrial history as a pioneer in fine pottery. Adam Bowlby, son of Richard Bowlby, Jr., was born in 1792. In the war of 1812 he was in charge of a company of coast guards, in Nova Scotia, and thus became a veteran of this war and pensioner for life. At the close of the war, and with renewed tide of settlement to Upper



Canada, he joined his uncle, Thomas Bowlby, in Norfolk County. He married Elizabeth Sovereign, in time became a large landholder and farmer, and had a family of five sons, Alfred, William, David S., Ward H., and John W. and one daughter who married Col. Walker Powell, later adjutant general at Ottawa. Adam Bowlby lived in his later years with his son Dr. D. S. Bowlby at whose house he died in 1883.

David Sovereign Bowlby, the third son of Adam Bowlby, was born in the Township of Townsend, Norfolk County, September 5th., 1826 and died on Christmas morning, in Rome, Italy, in 1903. He was educated at Upper Canada College, and at Toronto University, later, in his chosen profession, at the Toronto School of Medicine and at the College of Physicians and Surgeons, New York, where he attained his second degree of M.D., in 1853.

He began practice and was for a few months in Paris. In October, 1853, he came to Berlin, now Kitchener, at first to fill the place, temporarily, of a cousin, Dr. J. W. Sovereign, but soon deciding to remain. His skill and care rapidly won for him a large practice, extending in cases to driving distances of fifteen to twenty miles, and he may well be said to have been for many years the leading physician and surgeon of the County. He was the ideal old time family doctor, skilled, sympathetic and forceful, effecting immediate improvement in his patient by the simple act of his appearance, a type which, one sometimes thinks, is passing in the present day of hurry and bald matter of fact. He was County jail surgeon, as also coroner, for many years.

Dr. Bowlby took active interest in public life; as member of the village council of Berlin for five years, 1857 and 1859 to 1862 inclusive, as member for many years, and chairman for twenty-five years, of the Board of Trustees of the Berlin High School, and in other capacities. The prosperity of the High School was largely due to his wise counsel and foresight. He was for many years

chairman of the Reform Association of North Waterloo, and in the Dominion election of 1882 contested the riding against Hugo Kranz, the previous Member, who defeated him by a small majority. He was first president of the old Berlin Club, now the Lancaster Club.

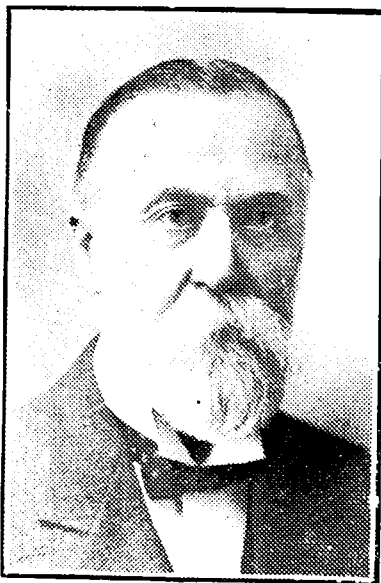
At the time of his death Dr. Bowlby was the oldest member of St. John's church, of which he was for many years warden, and delegate to the synod. He was president of the local branch of the Upper Canada Bible Society.

He married, in 1856, Martha Esther Murphy, of Montreal, a sister of Mrs. H. F. J. Jackson. Mrs. Bowlby survives, as do also two daughters and one son; Mrs. E. P. Clement, D. Shannan Bowlby, B.A., LL.B., County Crown Attorney and Mrs. J. P. Fennell, all living in Kitchener. The older son, Major G. H. Bowlby, M.D.,* is on the Waterloo County Roll of Honor, as is also a grandson, Aviation Gunner David Ward Clement. Two grandsons are in the British army; Lieut. G. M. Boyd in France and Gunner Edwin O. Clement, still in Canada.

In his later years Dr. Bowlby had been more or less subject to bronchitis, spending the winter in the south, various years. An attack coming on at the beginning of winter he decided to spend some months in Sicily. Mrs. Bowlby accompanied him. He died a few days after landing in Italy, the first to break the circle of brothers and sister.

*See Biography, 1916 Report: W.H.S.

WARD HAMILTON BOWLBY, M.A., K.C.



Another Bowlby for many years prominent in Berlin, now Kitchener, County Crown Attorney for half a century, was Ward Hamilton Bowlby, fourth son of Adam Bowlby of Townsend Township, County of Norfolk (Ancestry see preceding biography.) He was born October 4th., 1834, and died in Kitchener January 8th., 1917. After preliminary education at a clergyman's school, Woodhouse Rectory, near Simcoe, and at the grammar schools of Simcoe, Streetsville and St. Thomas, he went to Upper Canada College and from there to Toronto University where he graduated in arts in 1856 and in law in 1858, as gold medalist on both occasions, obtaining the first University gold medal in law awarded at Toronto University. He also studied in the law office of Wilson, Patterson and Beatty, in Toronto. In May, 1858, he was called to the bar and admitted as a solicitor.

Shortly after his legal authorization Mr. Bowlby came in 1858 to the then village of Berlin to begin practice. He was senior partner in the law firm of Bowlby, Colquhoun and Clement—the other

partners being the late F. Colquhoun of Waterloo and E. P. Clement, K.C.- later Bowlby & Clement, and so continuing until 1903, when Mr. Bowlby retired from the more active practice of his profession, after having attained distinction as a sound lawyer, a reliable counsellor and a trenchant prosecutor. During his long career he argued many important cases in the High Court at Toronto and in the Supreme Court at Ottawa.

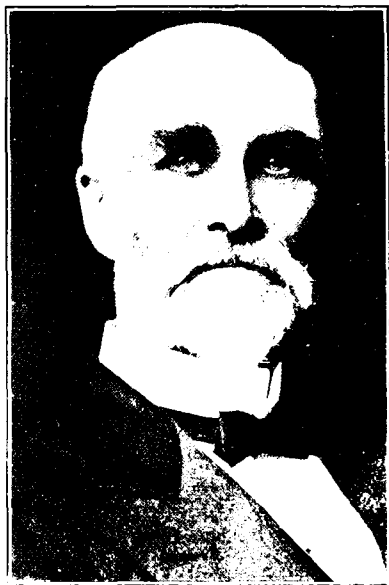
In 1862 Mr. Bowlby was for a short time Registrar for the then south riding registry division with office in Preston, which separate registry office was discontinued in 1863. He was appointed Crown Attorney and Clerk of the Peace of Waterloo County by the first Provincial Government of Ontario in December 1867 and was at the time of his death the oldest incumbent of such office in Ontario. He was at various times member of the Town and County Councils, was reeve of Berlin from 1863 to 1868 and was for thirty years, until his resignation in 1895, member of the Public School Board.

He was a shrewd investor and became a large holder in Canadian Pacific, Merchants Bank and other stocks and securities. His place, Bowlhill, with its eleven acres of well kept grounds, was an ornament to the County Town. The Tremaine map of 1861 shows the house, as also that of his brother, Dr. D. S. Bowlby. It is interesting to note that only one family, the Webers, father and son, was occupant of the Bowlby plot between Mr. Bowlby and original forest, in the Grand River Reservation of the Six Nation Indians. Abraham Weber came from Pennsylvania in 1807 and took as his allotment Lot 15 of the German Company tract of which this plot is a part. W. H. Bowlby bought from Sheriff Grange, the first Berlin real estate speculator, and he from Abraham C. Weber, son of Abraham Weber. Mr. Bowlby was a considerable traveller, in Europe and generally. On a trip he took up the Nile in a dahabeah with his family, in the winter of 1899, he wrote an interesting book which he presented to his friends.

In 1861 Mr. Bowlby married Lissie Hespeler, eldest daughter of Jacob Hespeler of Hespeler. Mrs. Bowlby survives. Their only daughter who married Sir George H. Perley, now High Commissioner for Canada, in London, died in 1911. Of his generation there remains only his youngest brother, John Wedgwood Bowlby, K.C., mayor of Brantford at 80.

Mr. Bowlby was a member and large supporter of St. John's (Anglican) Church.

JOHN DOUGLAS MOORE



John Douglas Moore was born April 13th., 1843, on the farm near Galt in North Dumfries Township. He was the son of the late George Moore, a native of Northumberland, England, and of Agnes Douglas, of Roxboroughshire, Scotland. He was educated in the old log school in the Dickie settlement, near Galt. His father, George Moore, purchased 200 acres from the Hon. William Dickson in 1833 at four dollars an acre.

Born and reared on the farm, the subject of this sketch in early life learned those demands and requirements which go to the making of a successful career.

His farming interests widened from two hundred acres which he assumed in 1878 to the Scott farm of 200 acres, to the Cunningham farm of 150 acres and to the Wilson farm, making in all 500 acres, in which

he was interested up to the time of his death.

Besides farming the business of growing hops claimed his attention for about thirty years.

His public career commenced in comparatively early life. In time he became member of the Township Council of North Dumfries and later was reeve and subsequently warden of the County, in 1878.

In politics Mr. Moore was a prominent Liberal and represented South Waterloo in the Provincial Legislature from 1891 to 1898, during the premiership of the late Sir Oliver Mowat. In 1901 he was appointed to the County Registrarship, which position he filled till his death.

Mr. Moore was a promotor and charter member of the Galt, Preston and Hespeler Railway, a director and shareholder of the Brantford Binder Twine Company, and president of the Robe and Clothing Company of Kitchener as well as a shareholder of the Brantford Roofing Company.

In religion, Mr. Moore was a Presbyterian, a former member of the Central Presbyterian Church, Galt, and later a member of St. Andrews Church, Kitchener.

The late Mr. Moore was of a genial disposition, affable and friendly. His kindness and consideration of others won him many loyal friends.

Mr. Moore was married to Elizabeth Moffat of North Dumfries Township, who died in 1904. The union was blessed with one son and five daughters, who survive him.

DAVID SPIERS

David Spiers was born in 1832 at Darvel in Scotland and came to Canada at an early age, living for a short time in Hamilton. At nineteen he came to Galt and there remained. He died July 9th., 1917.

He began in the store of Andrew Elliott & Co., which stood where W. W. Wilkinson's establishment is now. Later he purchased Robert Wallace's grocery. From that time his business career saw many changes and advancement, mostly in manufacturing. He bought out the electric and gas works, operating the former until the town took over the plant and started using hydro-electric power. In 1913 he replaced the old timber dam on the Grand River in Galt with the present concrete one. He owned and operated the oatmeal mill and was interested in different manufacturing concerns, including the Galt Art Metal Company of which he was president. He was one of the six original promoters of the Galt, Preston & Hespeler Railway.



For twenty-five years Mr. Spiers served on the town council and for three years, 1880 to 1882 inclusive, was Mayor of Galt. Until the appointment of a police magistrate he performed the work of justice of the peace of the town. He was a member of the Collegiate Board for forty-three years, twenty-eight years as chairman, until his retirement in 1914, and was president of the Hospital Board for the eighteen years during which he was a member of this Board. The new wing of the Galt hospital was built under his administration.

That for which he will best be remembered, for which he more than any individual was responsible, is the new building of the Galt Collegiate Institute, massive, rugged and yet beautiful and admirably adapted to its purpose, fit monument to the sturdy character and civic usefulness of David Spiers.

He was a member of Knox church and active in its management. He married Angela Keefer, daughter of Peter Keefer. Mrs. Spiers died fifteen years ago. Four sons and five daughters survive. The family home was in old days the residence of Dr. Tassie, in which many boys, from all parts of Canada and some from the United States, had their domicile, from time to time, while attending the Tassie school.

An intimate, long time friend says: "Mr. Spiers was a man of more than ordinary mental calibre. Though without any preparatory legal training he was quick in discovering the right or wrong in any case brought before him as a magistrate. His judgment was generally to be relied upon either in legal or business matters. He was kind-hearted and sympathetic and many a man and woman too has been helped by his advice given willingly and without thought of remuneration. He was successful in business and might have been even more so had he not given so much of his time to the nobler purpose of public service. Galt and every other city and town in Canada need just such men, intelligent, honest, public-spirited, unselfish, and untiring in their efforts to advance the interests of the communities in which they dwell."

MARTIN N. TODD



Martin N. Todd was born in Galt July 27th., 1858, and died there August 29th., 1917. He was educated at the Galt public school and the old Tassie school. Leaving home, he was for some years in Hamilton, in the employ of the Great Western Railway, thus showing early predilection for an occupation with which he was later to be prominently identified. Returning to Galt he became associated with his father, Thomas Todd, in the Galt flour mills, and later in the commission business.

Thomas Todd, in his time, one of Galt's prominent industrial men, was the principal promoter and first president of the Galt, Preston & Hespeler Railway.* On his father's death M. N. Todd became president of the company, in January 1900, and is now, in turn, succeeded by

his son, M. Milne Todd, as president. Thus, since beginning of the Galt, Preston and Hespeler Railway, in 1894, the office of president has been held in the same family; now in the third generation. Under M. N. Todd's management the G. P. & H. Ry. soon began to expand its business and eventually became one of the best interurban electric railway properties in Canada. Mr. Todd was also manager of the Lake Erie & Northern Railway; the adoption of electric traction on this line, instead of steam as had been contemplated, was due mainly to his foresight and practical judgement of traffic requirements on it. Facilities for passenger and freight traffic afforded by the Galt, Preston & Hespeler Ry. and its connection and operation with the Canadian Pacific Railway—and later on with the Lake Erie & Northern Ry.—gave fresh impetus to the manufacturing and general business activities of Kitchener and Waterloo, as earlier to Preston and Hespeler, a benefit due to a great extent to the energy and good management of M. N. Todd, in whom Waterloo County lost a valuable citizen.

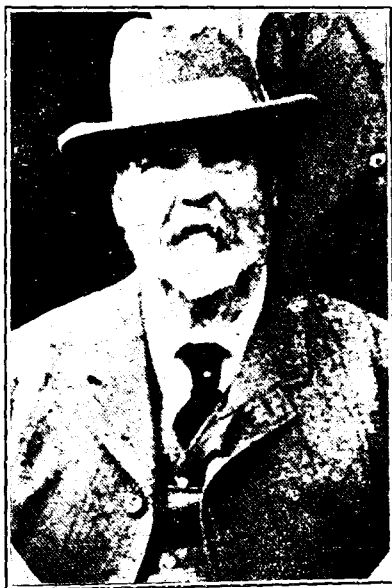
While his time and effort were mainly devoted to his railway work, he had interest in the Galt Malleable Iron Company, the Preston Car and Coach Company, the Stamped Enameled Ware Company of Hespeler and in the Canada Malting Company. He had a farm east of Galt, where, among other things, he took particular interest in breeding horned Dorset sheep. He was connected with the Galt Horse Show from its beginning and was for years president of the Association; was charter member and first president of the Waterloo County Golf and Country Club.

Mr. Todd was member of the Galt Hospital Trust for a number of years. He was a Presbyterian and of the congregation of Central Church, Galt. He is survived by Mrs. Todd, one daughter and four sons, among the latter being Lieut. Thomas Todd, now with the British army in France. The family home, Caverhill, on North Water Street, on the main entrance to the city, is one of the handsome residence places of Galt.

*See Waterloo County Railway History, this Report.

SAMUEL CHERRY

Samuel J. Cherry was born on February 4th., 1843, at Diamond, Carleton County where his parents had settled on emigration from the County of Armagh, in the north of Ireland, and died at Preston, July 2nd., 1917. The family moved to Dundas in his infancy. Here he went to school, one of his teachers being Robert Edgar, grandfather of Town Clerk Edgar, of Preston. At the age of about 15 years he became apprentice in the grist mill of the late Jas. Coleman. At 19 he came to Preston to work in Abram Erb & Bros. Cambridge Mills, which later became his own. In Preston he married Barbara Wilrick, who predeceased him by seven years. He returned to Dundas to take charge of the Joseph Webster mills and a few years later went to Guelph, to the Speedsville mill, then owned by the



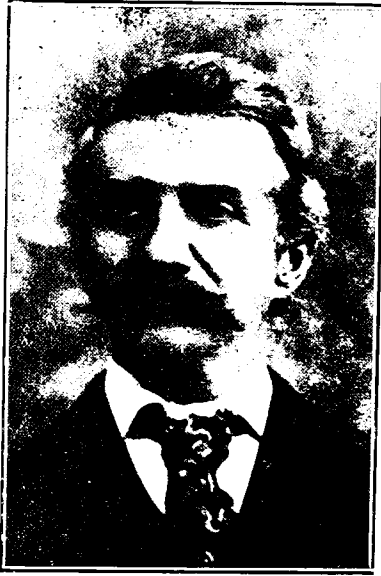
late James Goldie, who subsequently built a new mill of which Mr. Cherry was superintendent for about 12 years. By this time he decided to go into business for himself, or rather with his brother John. They had in succession the Phoenix mill in Guelph, the Glenmorris mill, then one in Walkerton, and later operated the Clendinning mill until in 1879 they acquired the mill in Preston. Ten years later the brothers dissolved partnership, S. J. Cherry continuing alone. The present mill buildings date from 1894 when they replaced the old frame mill built in 1835 on the site of the original John Erb mill. Mr. Cherry improved and beautified the property generally, building also the two handsome brick houses on it, the first replacing an old frame house.

In public life Mr. Cherry was member of the town council of Preston, chairman of the Park Board almost from its inception to the time of his death and for eight years member of the County council, ending with being warden of the County in 1906. He was member of the Toronto Board of Trade, member of the Dominion Millers' Association, and director of the Galt Malleable Iron Co., Ltd., and of the Canadian Millers Mutual Fire Insurance Co. He was a member of St. Johns Church (Anglican) Preston. In politics he was a Conservative.

He left two sons, George and William, and one daughter, Mrs. Carl Nispel, all of Preston.

From the Galt Reporter: "Sam" Cherry was one of the most successful of the old time flour millers, a worthy contemporary of the Sherks and Sniders and Goldies, who have made Waterloo County famous in the flour markets of Canada, England and Scotland. Sam was a public-spirited citizen, as Preston well knows. Who has not admired the beauty spot he created out of the canal and the slopes thereof? What would he not have done to beautify Galt had he been the owner of the dam and the surrounding property which, not long ago, offered opportunities for embellishment rarely at hand in a growing and picturesque city? The Cherry idea in Civic Beautification should not be allowed to lapse in the district of which Galt and Preston form a part.

JOHN ZYRD



In the demise of John Zyrd, who died at the home of his daughter, Mrs. John Limpert, Chapel St., Hespeler, Saturday, April 12th., 1917, at 2 o'clock p.m., about the last of Hespeler's pioneer business men has gone to his final rest. Deceased was born in Frutigen, Canton Berne, Switzerland, on January 1st., 1835, and was in his 83rd year.

When two years of age he came to America with his parents, settling in Buffalo, where they resided for a number of years, and then removed to Preston. The journey from Buffalo to Preston was made by ox team. At Preston he was employed as a printer by a German publication issued at that place. Later he learned the trade of tinsmith at Berlin. In 1857, just sixty years ago, he came to New Hope and started in business in the

little building which until quite recently was situated at the rear of the Dominion Bank, and later moved to a building which stood where the present post office is situated. Through careful management and application to business he was forced to seek larger premises, and, to make provision for his growing trade, built the stone building now occupied as a hardware store by Hall & Simonton, in which he conducted a hardware and tinsmith business until 19 years ago, when he retired from active life to enjoy a well earned rest.

Deceased had been in poor health for the past several years, but was able to be about until after the death of his wife. He took her departure very much to heart and steadily grew weaker until the end, which though not entirely unexpected, came rather suddenly.

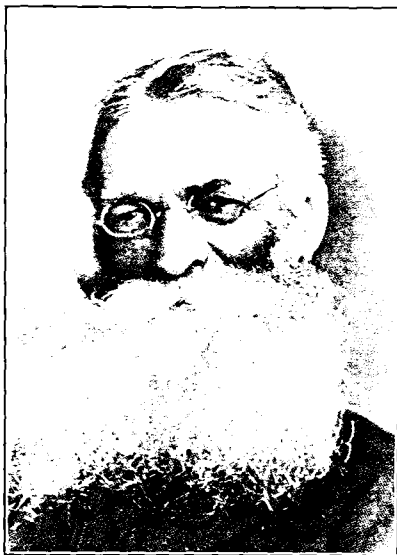
In Mr. Zyrd the town lost one of the only two remaining residents who lived in the hamlet in the days when it was known as New Hope. The only citizen now residing within the gates of those days is Mr. Gideon Ochs, who is over four score years.

In the earlier days he took a very active interest in municipal matters and for a number of years served in the municipal council, later performing the duties of town clerk for thirteen years, giving over the town's books to his successor, the late A. J. Brewster. He was a charter member of the Independent Order of Foresters, and a staunch Liberal-Conservative. In religion he adhered to the principles and doctrines of the Lutheran church, and in the prime of life and years of energy took a very active part in the upbuilding of the church of his faith in Hespeler.

On April 2nd., 1865, Mr. Zyrd married Anna Barbara Metzger, who predeceased him by five months. Of the children born to them the following survive: Gustave, in Winnipeg; John, in Toronto; Mrs. John Limpert and Oscar of Hespeler; and Mrs. Geo. McMulking, Sault Ste Marie, Ont.—From the Hespeler Herald.

WILLIAM HENDRY

William Hendry was born in Aberdeen, Scotland, on March 2nd., 1834, and when a child, not quite two years of age, came to Canada with his parents. The family at first occupied land near Winterbourne where the father was killed during the second year, by being crushed under a tree he was felling. The mother with her two sons then moved to the vicinity of Fergus where William went to school. Charles, the older brother started a general store in Conestogo, where William began as a boy, having his sleeping place under the counter, as was the custom for subassistants. In Lovell's 1857-58 Canada Directory C. and W. Hendry are given as general merchants in Conestogo. Later William Hendry began business for himself in Neustadt, Grey County, where finally he had a store, a flaxmill and a farm.



In 1870, just after the company had been fully organized, he was offered and accepted the post of manager of the second company of its kind begun in Canada, the Ontario Mutual Life Assurance Company, now the Mutual Life Assurance Company of Canada, and here he found his real life work. It was owing to his foresight that the newly launched vessel was steered past the rocks of the assessment system and began the long and prosperous voyage as an old-time legal reserve, purely mutual life insurance company.

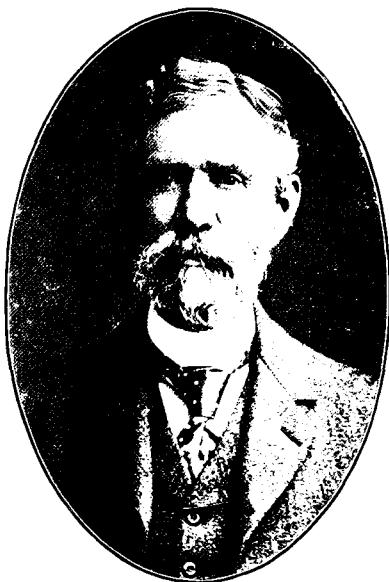
Unbounded enthusiasm, high intelligence and untiring energy ultimately had its reward and upon his retirement from the management of the company after twenty-seven years of strenuous effort, he had the satisfaction of seeing the institution of which he was the chief architect rise to stately proportions.

Impaired health compelled his retirement in 1897, but enabled him to find recreation in gardening, to which he was devoted, and among his books.

Mr. Hendry was a faithful member of the New Jerusalem church. His interests were wide and he was keenly alive to the advancement of things Canadian as well as the affairs of his home town, of whose council he was at one time a member.

In 1855, when twenty-one years of age, William Hendry married Sarah Washburn, at the old Spring Valley farm near Berlin. Mrs. Hendry died in 1898. Three daughters survive. One son predeceased him last May.

JOHN BRICKER SNIDER



The Sniders are a numerous and important family in Waterloo County. The ancestor of many of them was Christian Schneider, who was born in Pennsylvania 1758 and died in Waterloo County 1850. He came from Pennsylvania in 1806, settled, and built the fine timber house still standing near the village of Doon. One generation further back we find the progenitor Jacob Schneider, born in the Palatinate, who came to Pennsylvania as a boy. With Christian Schneider from Pennsylvania came his son Jacob C. Snider, born in Franklin County, Pennsylvania, 1791, who married in 1812 and shortly after took a farm a little west of what became the town of Waterloo, later acquired the Waterloo grist mill, had also a sawmill and a distillery,

and lived in the village, his house being on the site of the present Waterloo town hall. One of his younger sons, Jacob C. Snider, Jr., was born in 1822, married Nancy Bricker, resided later in St. Jacobs where he had the mill, and lost his life in the Desjardins canal disaster, near Hamilton, March 12th., 1857.

The subject of our sketch, the second son of Jacob C. Snider, Jr., was born in Waterloo, August 22nd., 1840, and died there October 5th., 1917. At the time of his father's tragic death he was at the Rockwood Academy, then a school of wide and deserved reputation. His grandfather took charge of the mill in St. Jacobs, but young John left school and for a few years was employed in the store of Bemis and Chalmers in St. Jacobs. On removal of the family to Waterloo he became accountant in the mill, formerly owned by his grandfather but then by Moyer, Ralph and Company, where he remained for a number of years.

About 1864 he became the partner of the late John Shuh in a general store and was in this business for over thirty years. He sold his interest in the store about twenty years ago and purchased the manufacturing plant of the Graybill Manufacturing Company, which he carried on successfully till 1916 when he disposed of his interest to the Snyder Desk Co. His retirement marked the completion of over fifty years of trading and manufacturing activity, during the latter part of which he carried on the manufacturing of office, school and church furniture, which business developed to large proportions under his direction.

Mr. Snider was a member of the Methodist church in Waterloo. In politics he was a Liberal. He never took prominent part in public affairs. While of a retiring disposition he was a man of energy and enterprise, and of integrity of character.

John B. Snider married Susannah E. Moyer, August 7th., 1860. Mrs. Snider and four daughters survive.

EDWARD HALTER



MR. AND MRS. HALTER

On Monday morning, October 29, 1917, a prominent and respected citizen of New Germany breathed his last in the person of Edward Halter.

Mr. Halter was born in Lower Alsace on October 12, 1834. At nine years of age he emigrated with his parents to Canada and upon reaching maturity he took up a farm near the village of New Germany. This he cleared and worked successfully for many years.

In his early youth he had little opportunity to get an education. After having gained some sort of independence, he improved his mind while still farming with a wonderful stock of solid learning. He spoke on the platform and placed his views effectively before his hearers. He also spoke and wrote French.

As Justice of the Peace he secured a more than ordinary knowledge of legal affairs and was the trusted advisor of his neighborhood in intricate family and legal affairs.

Mr. Halter, 1856, married Mary, daughter of Jos. Sharbach.

They raised a large family of children, of whom are still living: Andrew, in Denver; Clement, in North Dakota; Mrs. Gregory Kloefer, in New Germany; Edward and Theresa at home. The oldest son was Rev. Joseph Halter, professor of St. Jerome's College at the time of his death, 1896. One of the daughters, Veronica, joined the School Sisters de Notre Dame, in which society she worked many years and died 1916.

The deceased went to Europe several times, passing through England, France, Germany, Switzerland, Italy, where he visited his nephew, a student, as early as 1878. He saw the pope at Rome, but would not comply with the regulation of appearing in

evening dress, being specially admitted to greet His Holiness in farmer's tweeds. In a letter about his visit to the pope he said: "I did not bow as low before His Holiness as some of the people in regulation attire, but, I am sure, I offered him as sincere homage and veneration as any. The pope is a sovereign who rules an empire without crown or sword. His power is that he represents the spiritual kingdom of God on earth. Popes no longer crown kings, or tolerate bishops who are princes. They no longer have crusades, in which enthusiasm for the Holy Land degenerates into plundering and conquest; the Turks now rule Palestine, seemingly with God's approval."

Mr. Halter was frequently urged to stand for office. Had he not declined he might have risen to important positions. He felt also that he lacked the refinement and social acquirements needed to mingle with those in higher walks of life.

In 1874 he was elected to the township council, served three years, two years (1877 and '78) he was deputy-reeve and one year (1879) reeve. In 1880 he was the most active promoter of the Hopewell Creek Fire Insurance Company of New Germany, of which he was president six years, a director twelve years. In 1874 he was appointed Justice of the Peace, through Moses Springer, provincial member of parliament for N. Waterloo. He was a Notary Public and Commissioner of the High Court for about 45 years.

Edward Halter was the son of Alexis Halter and Caroline Haas. He had three brothers and three sisters. The family came from Alsace to Harve by wagon in two weeks, crossed the ocean in an English sailing vessel in 42 days, continued from New York to Albany by steamer, thence by canal boat to Rochester and across to Hamilton by sail. Occupying a log cabin, the father earned a poor living working for a kindly Mennonite, Dan Shantz, bringing home flour on his shoulders and carrying maple sugar to Preston with his oldest son, Edward.

The deceased was over six feet tall, broad and deep chested, very strong, attracting attention at once by his heavy bulk, voice and bearing. His wife was very tall also. The old village schoolmaster said that their children at christening were as big as others a year old.

Contributed by Rev. John Fehrenbach.

JOHN LEHMAN WIDEMAN

John Lehman Wideman was born in the Township of Markham, in York County, Province of Ontario, on December 27th., 1833, and died in St. Jacobs on December 6th., 1917. His father was Andrew Wideman who was born in Pennsylvania in 1805, and in 1828 had married Anna Lehman, who was born in 1805 and died in 1848. Andrew Wideman died in 1868. To him and his first wife were born a family of one son and two daughters.

John L. Wideman, the son, remained on the farm with his father until the age of sixteen. He attended the common schools of the day and later worked at the carpenter trade for about two years.

In August, 1852, he came to Berlin, now Kitchener, and engaged with John W. Eby as clerk in his dry goods and drug store. In November of the same year he went to St. Jacobs as clerk in the general store of George W. Eby. In the fall of 1854 he became a member of the firm of Yost, Winkler and Wideman, general merchants. For many years after, the subject of this sketch held many positions of trust and responsibility.

He was a member of the Woolwich Township Council from 1866 till 1873 and became township clerk in 1873, holding the position for thirty-two years. In 1867 he was appointed clerk of the Seventh Division Court, resigning in 1893. Mr. Wideman was postmaster of St. Jacobs for forty-four years, having been appointed in 1865. He was a notary public since 1879, chairman of the License Board of North Waterloo for ten years, and at the time of his death a director of the Waterloo Mutual Fire Insurance Co.

In religion he was a devoted member of the Evangelical Association, holding many offices in the gift of the church, and always actively engaged in its interests. For many years he was principal agent in Canada for the publishing house, in Cleveland, O., of the Evangelical Association. In the replacement of the old church building of this denomination, in St. Jacobs, with a new one he was particularly active during the last years of his life.

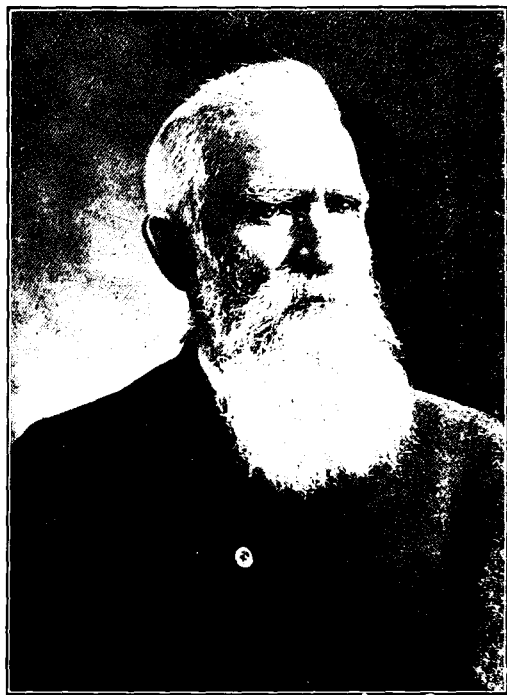
Politically he was an ardent Liberal, having, as he often said, received his first lessons in politics from the Hon. Wm. McDougall.

Mr. Wideman was a member of the Waterloo Historical Society from its beginning, was for two years Vice-President for St. Jacobs, made valuable donations to its collection and was always greatly interested in its progress. He married Margaret Winkler on March 12th., 1854. Mrs. Wideman died in 1896. To them was born one daughter who died some years ago.



JOHN GEORGE REINER

AUTOBIOGRAPHY



I was born in the year 1832 in what is known as the Black Forest or Schwarzwald in the Duchy of Baden, Germany. In the fall of 1849, after the revolution in Baden, I went to France, where I spent three years. From there I emigrated in 1852 to Canada, coming directly to Hamilton, Ontario.

The revolution in Baden broke out actively in the latter part of 1848, and continued until toward the end of 1849. One of the main leaders was Carl Hecker, supported by Strube and Brentano, members of the diet. The Grand-duke Leopold fled to Prussia and secured the help of Prince William, grand-father of the present Kaiser, who at the head of a Prussian force invaded Baden in 1849, and defeated the insurgents. It may be interesting to state here that with the Prussians were Hesse and Nassau soldiers, among whom were John Uner, who lived here and worked for me in Wellesley for almost half a century and the late Christian Meisner of Kitchener. Hecker, after one of his sharpshooters had killed the Prussian general, during a parley, escaped to Switzerland and from there emigrated to Illinois where he died some years ago. I drilled on the side of the republicans under Hecker in 1849, but was not in any of the engagements.

From Hamilton, I, with two companions, walked to Kitchener (then Berlin) in Waterloo County, arriving there on the 18th day of October, 1852, sixty-five years ago. There I spent the night at George Gankel's tavern, a small frame hotel on the corner where

the Walper House now stands. I paid my last York shilling (12½ cents) for my lodging and left the next morning without breakfast, walking to Mannheim where my father, who had preceeded me to this country, was working for one Isaac Shantz, making fanning mills and furniture, in which I assisted. Mannheim at that time was a more important place than it is at present. Mr. Shantz had a saw-mill there and a second one was operated by Mr. Jacob Bricker, who, after leaving Mannheim, started the foundry business in Waterloo, which developed into the large implement business there. (Now the Waterloo Manufacturing Co.)

About one year later my father returned to Germany and I went to Michigan and from there to Illinois, being occupied chiefly in building houses and barns. In 1858 I returned to Ontario, going to Neustadt in Grey County. I walked from Goderich, via Lucknow and Walkerton, the trip requiring 2½ days hard travel, mostly through bush with plenty of mosquitoes and few roads, which to me was quite a change from the prairies of Illinois. I remained in Neustadt and the surrounding country for about eight years, and there, among things, I built a dam across the south branch of the Saugeen River, and a sawmill.

After selling out in Neustadt I came to Smithville, now Wellesley, in mid-summer of 1866, 51 years ago, and started to build the first unit of the present woollen mill. To this I added from time to time building nearly every year, as both labor and material were very cheap at that time. Sometime after I bought the flour mill located here from one Lorenz Doering. The Doerings were well known as early settlers in this part of the County and pioneers in Wellesley.

Christopher and Henry Doering, from Phillipsburg, laid out the village of Wellesley and built the flour mill and a sawmill, the dam and water power having been developed by a man named Smith after whom Smithville was named. The Doerings also built and operated a general store and it was this development and their enterprise that induced others to come here and start business, among them Alexander Meyer, tinsmith; Chas. Achtenberg, tailor; John Zoeger from Petersburg, who built a store and a hotel; Peter Berdux and one Freeborn and a man named Smith, all three of whom built hotels. Every one seemed to want to have a hotel. All of these early settlers have long since departed and, hale and hearty, at 85 years of age, I feel as if I were about the only one that is left.

After operating the woollen mill and flour mill a few years, I also built another sawmill and a stave and heading plant, and the first part of the present general store. I may state that I put up 32 structures of one kind and another here in connection with my business.

Among other things, I organized the Wellesley and North Easthope Agricultural Society, buying the site and putting up the building for the same.

All the different enterprises I helped to develop have been disposed of, except the woollen mills, which have been increased and added to from time to time, and the general store and hardware business, all of which employ in the neighborhood of 100 hands and are carried on by the firm of Reiner Bros. & Co., Ltd.

Donations Received in 1917

Berlin Telegraph, First Volume, 1853; loaned by D. A. Bean, Kitchener.

Berlin Chronicle, Vols. 1857, 1858; donated by J. P. Jaffray, Philadelphia.

Chronicle Telegraph, Galt Reporter, Preston Progress, New Hamburg Independent, Elmira Signet, weekly papers donated annually.

Daily Telegraph and Daily News Record, 1916; donated by Kitchener Public Library.

Der Friedensbote, May 1819; Allentown, Pa.

Shackles, old, County Jail, used when transferring prisoners; donated by J. Cook, Kitchener.

Waterloo County Directory, first, 1864; donated by J. Cook, Kitchener.

Six Photographs, New Hamburg Flood, August 1883; donated by J. Cook, Kitchener.

Upper Canada College Register, 1830-1916; donated by J. N. MacKendrick, Galt.

History of the Catholic Church in Waterloo County; donated by the author, Rev. Theo. Spetz, C.R., D.D.

Framed Photograph of Rockwood Academy, 1866; donated by J. Hespeler, Waterloo.

Woolwich Township Council Proceedings, 1850 to 1905; donated by J. L. Wideman, St. Jacobs.

Tassie School, Old Boys' Reunion, 1902, large indexed photograph; donated by D. Forsyth, B.A., Kitchener.

Jubilee Book, Lutheran Synod of Canada; donated by Lutheran Book Room, Kitchener.

Heils und Gnaden Ordnung, Henry Eby, Pub., 1844; donated by Charles Moogk, Waterloo.

Photographs: Waterloo County Roll of Honour Men and J. D. Moore, S. J. Cherry, M. N. Todd, Wm. Hendry, John Zryd, Joseph Hobson.

Retting-tool, for flax. Used by early Waterloo County farmers; donated by D. N. Pannabaker, Hespeler.

Old Style Dentist Tools. Used locally 50 years ago by G. M. Debus, Sr.; donated by G. M. Debus, Kitchener.

Portfolio containing early settlement photographs, old letters and documents, medal, coin holder, pocket book, etc.; donated by A. R. G. Smith, Haysville.

Old Document Seals, etc.; donated by E. J. Beaumont, Kitchener.

County Historical Papers; donated by John L. Wideman, St. Jacobs.

Exchange List:

Ontario Historical Society.

Women's Canadian Historical Society, Ottawa.

Niagara Historical Society.

Thunder Bay Historical Society.

Elgin Historical and Scientific Institute.

York Pioneer and Historical Society.

Essex Historical Society.

Wentworth Historical Society.

Huron Institute.

Brant Historical Society.

London and Middlesex Historical Society.

Commission of Conservation, (Reports,) Ottawa.

Library of Congress, (Report,) Washington, D. C.

Catalog of Museum

ARTICLES

Indian: Stone axe, spear heads, arrow heads, etc., found in Waterloo County.

Medals: Colonial and Indian Exhibition of 1886, London, Eng. Tercentenary of Founding of Quebec, 1908.

Native hand bag and girdle from Santo, New Hebrides.

Saddle: side saddle, of fine workmanship, brought from Pennsylvania, 1805, by John Erb family.

Seals: Province of Upper Canada, etc.

Shackles: old, used when transferring prisoners, County Jail.

Shot-gun: G. Bettschen.

Smith Portfolio: County historical articles and papers.

Wagon: four horse settlers' wagon, "Prairie Schooner Type," brought from Pennsylvania by Abraham Weber, 1807.

War Material: shell made by Canadian Buffalo Forge Co., 1915. Shell made by Goldie, McCulloch Co., 1915.

Wheels: two of light wagon of 1804, Samuel Bricker and David Erb.

BOOKS

Archives, Ontario, Parts I., II., III., IV.

Bettschen family. Gottlieb Bettschen.

Bettschen, Gottlieb. Through Switzerland.

Breithaupt, Catharine. Life and Times.

Catholic Church in Waterloo County. Rev. Theo. Spetz.

Chippewa Testament. Albany, 1833.

Directory, Lovell's Canada, 1857-58, 1871.

Waterloo County, first, 1864.

Eby, Henry, Publications, Berlin, Canada West.

Heils und Gnaden Ordnung, 1844.

Kirchen Geschichte und Glaubens Lehre, Bishop B. Eby, 1841.

Pilger Reise, Dritter Theil, 1850.

Galt, Reminiscences, H. Cant.

Galt, History of Trinity Church, Canon Ridley.

German Grammar, Otto Klotz, Preston, 1867.

Historical Society Reports, etc., see exchanges, 1917 list.

Indians, American, North of Mexico, Handbook of, Parts I. and II.

Jubilee Book, 1861-1911, Lutheran Synod of Canada.

Kalender, Der Hochdeutsche Am., Germantown, 1772.

Turner & Fischer's Deutscher, Philadelphia, 1848.

National Road, The. Robert Bruce.

Pioneer Life, Pen Pictures of Early. A. M. Sherk, Toronto.
Review of Historical Publications, 1915, 1916.
Ryerson Memorial Volume, 1844-1876.
Upper Canada College, Register, 1830-1916.
Wissler Family Record, Henry Wissler, Elora.
Woolwich Township Council, Proceedings 1850-1905.
Wilmot, History of Parish of, 1828-1913. C. J. Fox.

DOCUMENTS

Deed upon Parchment, dated July 20th., 1805.
Historical Papers, Miscellaneous Papers, 1845, etc.
Muster Rolls of 111th and 118th Battalions, 1916, 1917.
Posters of Queen's Birthday Celebration of 1865.

MAPS

Berlin, 1855.
Bridgeport, 1856.
Galine's Map of Lake Ontario Country and West, 1670.
New Hamburg, 1854.
Portfolio of Maps of Berlin, Galt, Guelph, Stratford, etc.
Waterloo, 1855.
Waterloo County, Tremaine's large wall map, 1861.

NEWSPAPERS

Alte und Neue Welt, 1841, published in Philadelphia.
Berlin Chronicle, 1857 and 1858.
Berlin Daily News, 1878, 1879 and News Record 1894-1908.
Loan.
Berlin Telegraph, 1853, (first year,) Loan.
1857 to 1864, incomplete.
Berliner Journal, complete from first number December 29th.,
1859 to December 1916. Continued as Ontario Journal.
Boston Gazette, March 12th., 1770.
Canada Museum, Vol. 1835-36. Loan.
Canada Museum, June 27th., 1840.
Canadian Farmer, 1864.
Canadian Freeman, April 17, 1828.
Canadisches Volksblatt, 1865.
Chronicle Telegraph.
Collection of single copies of the following:—Evening Times,
Daily Times, Canadische Kolonist, Deutsche Canadier, Berlin Ex-
press, Daily News, Morgenstern, Wochenblatt and sundry others.
Daily News Record, 1909, 1910, 1911, 1912, 1913, 1914, 1915,
1916, 1917.
Daily Telegraph, 1909, 1910, 1911, 1912, 1913, 1914, 1915,
1916, 1917.

Deutsche Canadier, 1840-41, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856-62.

Deutsche Zeitung, 1891 to 1898, complete.

Elmira Signet, 1893, 1916, 1917.

Freie Presse, 1886, 1887.

Friedens Bote, Allentown, Pa., May 1819.

Galt Reformer, 1853-62, 1867, 1869, 1875, 1876, 1877, 1878, 1880, 1881, 1883, 1885-1900, 1903-1912. Loan.

Galt Reporter, 1916, 1917.

Morgenstern, 1840-41.

New Hamburg Independent, 1917.

New Hamburg Neutrale, 1855, 1857.

New York Evening Post, first issue, Nov. 16th., 1801, reprint 1901.

Ontario Glocke, 1883 to 1898, 1888 missing.

Ontario Journal, formerly Berliner Journal, 1917.

Pennsylvania Packet, weekly, issue of July 8, 1776, containing Declaration of Independence.

Phrenological Journal, 1861, 1862, with contemporary biographies.

Waterloo Chronicle, 1868, 1869.

Wellesley Maple Leaf, 1901, 1902, 1903, 1904, 1905, 1907, 1908.

PICTURES: Mostly Photographs

Berlin, 1863, corner King and Queen Streets.

Breslau Bridge, 1856, water color.

Muster of Volunteer Officers, New Hamburg, 1866.

New Hamburg Flood of August 19th., 1883, six photographs.

Niagara Falls, 1863.

Officers of 111th Battalion, South Waterloo, 1916.

Portraits, County, Soldiers, etc.

Preston, 1856, lithograph.

Stedman Indian Deed, 1795, photograph.

Rockwood Academy, 1866.

Tassie School, Old Boys Reunion, 1902, large indexed group photograph.

The 111th Battalion, South Waterloo, 1916.

The 118th Battalion, North Waterloo, 1916.

Volunteer Company of New Hamburg, 1886.

Waterloo County Council, 1889.

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