

THIRTY-THIRD ANNUAL REPORT

of the

**WATERLOO HISTORICAL  
SOCIETY**



NINETEEN FORTY-FIVE

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of the

**WATERLOO HISTORICAL  
SOCIETY**



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1946

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## SECRETARY-TREASURER'S REPORT

The thirty-third annual meeting of the Waterloo Historical Society was held in the Y.M.C.A. building, Kitchener, on the evening of October 20th. Dr. G. V. Hilborn presided.

The guest speaker was Dr. G. E. Reamer, of the Ontario Agricultural College, Guelph, who delivered a forceful address.

The thirty-second annual report of the Society was distributed early in the year and met with favorable comment.

There are worthy reasons for a continued history survey of the County and district. Can we find individuals who will take the time and trouble to make the necessary research so that the data we now possess may be increased? We should like to see more general interest in our work.

The meeting of the Ontario Historical Society in Kitchener in June was a happy event. Delegates attended from many parts of Ontario. Excellent papers were read and the discussions aroused considerable interest.

Through the good offices of the Mayor and Council of the city our Society was able to entertain the visitors and do its part to make the meeting a success.

Our thanks and appreciation are due to the Kitchener Public Library Board for use of the room to contain our Museum collection and to the larger municipalities for annual grants and to the Kitchener Y.M.C.A. for use of the room to hold our annual meeting.

FINANCIAL STATEMENT FOR YEAR 1945

Receipts:

Balance at January 1st, 1945 .....	\$272.76
Sale of Reports .....	26.20
Members' Fees .....	98.50
Bank Interest .....	4.97
Special Grant, City of Kitchener .....	150.00
Grant, Ontario Historical Society .....	37.42

Grants:

County of Waterloo .....	\$ 75.00
City of Kitchener .....	50.00
City of Galt .....	25.00
Town of Waterloo .....	15.00
Town of Hespeler .....	20.00
Town of Preston .....	10.00
	195.00
	\$784.85

Disbursements:

Binding .....	\$ 13.00
Printing .....	5.94
1944 Report .....	115.75
Postage and Stationery .....	11.45
Curator and Janitor Service .....	28.50
General Expense .....	35.00
Expenses, Ontario Historical Society meeting ....	187.42
Secretary .....	50.00
	447.06
Balance .....	\$337.79

Audited and found correct.

E. BREAK, Auditor.

**THE PRESIDENT'S MESSAGE**  
G. V. Hilborn D.O. President

Another milestone has been reached in the life of the Waterloo County Historical Society. 1945, the most momentous year in the history of the world has passed. Local happenings, most of them unimportant in a national sense are worthy of record. They form the nucleus of provincial and in a lesser degree of national history. Your local Historical Society is worthy of a fuller and more general support than it has heretofore experienced. We believe it has the public approval of the large majority of our citizens but the really active support of but a very small minority. Our secretary, Mr. Peter Fisher, has given generously of his time and talent and it is largely through his untiring efforts that our Society has been able to carry on. May we not have a more generous public support during the current year?

During the past year our vice-president, Miss Mabel Dunham, completed her latest book. It is a masterpiece and your Society is justly proud of her accomplishment. Citizens generally should read "Grand River" and more fully familiarize themselves with the growth of this garden area during the past 150 years.

It was our privilege to entertain the Ontario Historical Society during the summer, and we believe it was to the mutual advantage of both societies. They enjoyed the largest attendance in many years and our best wishes go to them for their continued success.

I can assure you that our annual meeting will be profitable to you and worthy of your attendance and trust that all members will use their best efforts to further the interests of our organization.

THE HIGHLAND LIGHT INFANTRY OF CANADA  
Lt.-Col. D. N. Durward

It is fitting that the 1945 report of the Waterloo Historical Society should carry, in outline, the story covering the adventures of many native sons, who, answering the call of their country and civilization, followed the fortunes of the Highland Light Infantry in Canada and overseas. The glorious record of this Battalion, "Waterloo County's Own", jealously claimed by both Galt and Kitchener, and also representing Preston, Hespeler, Ayr, Guelph, Brantford and Chesley, is a tribute to those qualities which have made this section of Ontario so renowned.

From the outbreak of hostilities, the H.L.I., then an N.P.-A.M. Unit, 500 strong, sent an eager and continuous stream of reinforcements to join the battalions of the First Division. As week followed week, the hope for speedy mobilization of the unit died. Despite this disappointment, training proceeded with an accelerated program, since it was resolved that all recruits would be made as proficient as possible. On the 31st of May, 1940, however, the long awaited message came from District Headquarters that the H.L.I. was to be mobilized immediately under Lt.-Col. J. A. McIntosh, D.S.O., as a battalion of the 3rd Canadian Division. How enthusiastic everyone was!

When recruiting began on June 2, 1940, plans had been made so that the unit would be truly representative of Waterloo County. Two complete companies were promised from the affiliated unit, the Scots Fusiliers of Canada, and between the recruiting offices at the Galt Armouries and Kitchener Old Post Office, there existed keen, but friendly rivalry. To the rallying cry of "Be with your pals", the splendid young men of the district, forsaking farm, mill, factory, office and store, flocked to the colours. In record time, the H.L.I. began recruit training in Stratford. After growing pains in the old furniture factory there and at Cove Field Barracks in historic Quebec, the battalion completed its preliminary training at Camp Debart, N.S. At last came a sad hurried embarkation leave at home and then on board the S.S. Strathmore. The ship sailed July 21, 1941, and with minds concerned for the dear ones left behind, the unit prepared for the Great Adventure.

The crossing in a heavily protected convoy was uneventful. All troops heard, with some amusement, that Lord 'Haw-Haw' predicted their sinking. To a few, a watery grave would have



been a welcome change from the acute discomfort of sea sickness. On July 28, in bright sunshine, the ship **dropped** anchor in Holy Loch, opposite Greenock, Scotland. Aldershot was the first station in England, and here the inconvenience of antiquated accommodation, blackout, short rations, petrol scarcity and queer foreign currency proved very distressing. Camberley in October, 1941, was an improvement. When several battalion and brigade exercises had been completed, the unit moved to the Sussex coast. Invasion was considered imminent at this time, and to the Canadian Divisions, the most completely equipped in England, fell the task of holding the beaches. The gracious people of Bognor Regis were kind to the homesick men of the battalion, so that to-day, in homes throughout Waterloo County, are found young wives with the soft Sussex tongue.

The next three years were ones of continuous moves. Frequently, the battalion took over newly completed camps, hurriedly erected to house the rapidly increasing invasion forces. On two occasions, the unit moved into the Highlands of Scotland for special training in amphibious and mountain warfare. The cruel exhaustion of exercise 'Tiger' and later 'Spartan' tested to the limit the hardiness and tactical ability of all, but the real training was still to come. The original C.O. had been followed by Lt.-Col. R. J. McPherson, Lt.-Col., now Major-Gen. H. W. Foster and Lt.-Col. R. F. Shantz.

In October, 1943, began the forced marches, wet landings and overnight bicycle advances near the Isle of Wight, Swanage and Bracklesham Bay. The battalion received new and specialized equipment. Quickly it was tried, adopted or rejected when found unsuitable. On each exercise, there appeared strange and more fearful weapons of destruction. Days and nights were passed in the cramped and pitching quarters of Landing Craft Infantry. Everyone knew the period of waiting was drawing to an end.

The South of England, in fact a strip miles in width around the whole British coast was declared a banned area. Roads were blocked or made into one-way arteries and all intersections had permanent policemen to keep the unauthorized in check. Tanks, 'ducks', self-propelled artillery, wireless trucks, mobile Royal Air Force units and all the other grim paraphernalia of war were concentrated. Units were wired into chosen camps and entry or exit was forbidden. Secret rapid

moves were made as each battalion was fitted into its particular position. The stage was set.

In the early hours of June 4th, the H.L.I., under Lt-Col. F. M. Griffiths, moved through the dark streets of Southampton to their assigned ships. All ranks had been briefed for exercise 'Overlord'. It was believed that this was the culmination of the years of training, loneliness and hardship. The feelings were mixed. The tremendous strength of the Nazi coastal defences, prepared with all the fiendish ingenuity of a depraved mind, were common knowledge, and all wondered if the Allied secret weapons would be successful. Perhaps the Channel would go into one of its sudden upheavals and failure at the very outset would cancel the plans. But, despite these, it was a disappointed division which learned at 1100 hours, June 4th, that the exercise had been set back 24 hours because of the weather. June 5th was a lovely day, however, and about 1400 hours, the H.L.I. flotilla moved out into Southampton Water and on past Cowes and Ryde, the Solent, jammed with shipping of every description. At 1500 hours orders came, via naval channels, that a landing was to be made on the French coast early the following morning. The maps were opened and all briefed as to proper direction and given last instructions.

Home, at this moment, was very dear to all, but far away were the rolling green fields of the Grand and Conestoga, the busy cities and pleasant villages of Waterloo County. Few retired that night without a prayer in their hearts for those at home and themselves on the morrow.

About 5 a.m., on June 6th, the troops who crowded the decks of the L.C.I.s saw the first assault craft of the 7th Brigade leave the L.C.I.s. Overhead flew a few of the many thousands of planes which were providing the air blanket for the great occasion. Unfortunately, neither the planes nor the French shores could be seen in the early morning mist. From either flank the naval guns were shelling previously assigned targets, and as the day grew brighter, flashes of red showed through the haze where fires were started. Unpleasant minutes dragged by and mounted into hours as the H.L.I., with its companion units of the 9th Highland Brigade moved in large circles, some two miles off shore. Finally, about 11 o'clock, the orders came for the brigade to land. The Canadian-manned L.C.I.s, some 14 in all, turned, and at 14 knots, hit the Normandy beach. The land-

ing was much drier than in many training exercises, a happy change as everyone carried a bicycle and about twice the normal issue of ammunition and rations. A number of boats, less fortunate than others, were disabled when Nazi Teller mines blew and holed the compartments. But, despite these and other unpleasant surprises, the H.L.I. landed without a casualty.

Bernieres-sur-Mer was the point of invasion for your battalion, and at 2.30 p.m., they moved inland some five miles to Beny-sur-Mer. At Beny, the unit dug in and placed itself in a defensive position. Up ahead, about a mile, the 8th Canadian Infantry Brigade were pushing out to their objectives, and on the following day, the 9th were to pass through. On the night of June 6th, the H.L.I. captured their first prisoners when the Germans, using their large transport planes, dropped a number of parachutists from 300 feet. The following day, the battalion, riding and marching south through Hasly and Colomby sur Thaon, were ordered into Villon les Buissons to assist the North Nova Scotia Highlanders who had suffered severely in a fierce German counter-attack between Carpiquet and Buron. In this small village and nearby Les Buissons, the unit remained except for frequent sudden changes of position as the Nazis, by every means at their disposal, tried to pierce the beach-head defences. The battalion was extremely blessed in those first few weeks. Although subjected to mortaring and shelling on the beach and along the route of the move inland, casualties were light. This was due, in a great degree, to the high standard of training, fine discipline and unsurpassed esprit de corps which prevailed.

On July 8th, the Battalion, in a Corps advance, left its assembly area at Vieux Caen and moved forward to attack Buron, a small village on the outskirts of Caen, and one of the main bastions of that city's ring of pill-boxes, minefields and anti-tank defences. This village, for a month, shelled by Canadian and naval artillery, was a ruin, but a ruin converted by Hun fanaticism into a deadly fortress. All day the battle waged, through the shoulder high ripening grain and into the stone houses. By nightfall, when the fury of the enemy counter-mortaring and defensive fire had died away, and the only Nazi S.S. youths left in the village were dead ones, the victors had time to count the cost. That day's fighting gave the unit 400 casualties, including Lt.-Col. F. M. Griffiths, who received the D.S.O. for his leadership during the attack, and several company com-

manders. Correspondents have said that this battle of Buron was the fiercest fight of the bridgehead struggle and those who fought with the battalion into Germany say that on no other occasion was the German shelling so heavy and protracted.

There were numerous awards for bravery given to members of the unit for their courage and determination at Buron, but these belong to the whole battalion. It was a regiment of heroes, alas sadly depleted, which entered Caen on Sunday, July 9th, via Authie, the battalion D-day objective, and Franqueville.

After receiving reinforcements at Caen, and shining up equipment for a brass hat inspection which had to be called off when enemy mortaring and aerial attack became severe, the H.L.I. moved across the Orne and captured Vaucelles, a southern suburb of Caen. The unit was very tired, having been in action for nearly 50 days with severe casualties. On July 20th, at Cormelles, Lt.-Col. N. Kingsmill arrived to take over command of the unit from Major A. Sparks. Major G. Edwards, who had taken over the unit from Lt.-Col. Griffiths, at Buron, had been wounded by a mortar sometime previously.

On July 24th, the unit moved up to Bras, in front of the Nazi line defending Falaise. The battalion took up these positions by night, groping along tapes in the pitch darkness, ready to stand motionless when flares lighted the sky and gingerly aware that a false footstep might explode a mine. In this area, the H.L.I. assisted the North Nova Scotias at Tilly, the scene of a costly and bitter battle. The role of the Canadian Corps here was to contain the pick of the German forces while the British and American troops broke out in the West. Knowing this, the unit dug in and held, although under constant shelling and air bombardment. At the end of July, there was a brief rest of 6 days and more inspections at Thacon, near LeVey.

Early in August, the unit was back at Ifs, and the Canadian Army prepared to shatter the Falaise hinge. The H.L.I. moved up through Rocquancourt, Cintheaux, Hautmesnil to St. Hilary Farm salient where the Polish Division relieved them on August 13. The next day, travelling in kangaroos, armoured vehicles on a tank chassis, they took part in the greatest armoured and infantry attack the Canadian Army made in France. The 9th Brigade were given orders to cross Laison River and form a bridgehead for armoured exploitation. The H.L.I., as assault

battalion, dismounted and fought their way to the high ground across the river. Their success allowed the armour to break out and next day the unit moved up after being severely bombed by the R.A.F., who got several miles off their target. Several days later the 9th Brigade, under command of the 4th Canadian Division, captured and consolidated the road to Trun, between Trun and Chambois, where the Americans were moving up. From these positions on high ground near Chambois, the H.L.I. took part in the breaking up of the vaunted German 7th Army. In one day, more than 3,000 prisoners were taken.

Scarcely had the Falaise Gap been closed before the Canadians were pursuing the Huns across France. The H.L.I., on many occasions, led the division advance as they successively sped through Vimoutieres, Orbec, Brionne, Elbeuf, overlooking the Seine, Rouen, where they were the first Canadians to appear and received a tumultuous welcome, Cailly, Critot, St. Saens, Pommerval, Bures, Ew, Bethencourt sur Mur, Abbeville, and on September 4th, crossed the Somme without fighting, in contrast to the bloody struggle their forefathers had in the First Great War. Pushing onward, they passed Vron and Montreuil, chased the Germans from Font de Haut and Samer and came under fire from Boulogne on September 5th. When they were engaged from Boulogne deployment of the division followed and Boulogne, Cap Griz Nez and Calais were encircled. The attack on the city was planned and mounted on the 18th of September with the 9th Brigade bearing the brunt of the heavy fighting against an enemy well protected by pill boxes, mines and concrete emplacements. On the 21st, the city surrendered, the garrison commander, Gen. Heim, being captured by Major J. King, D.S.O., of the H.L.I., in the fortress of Le Portel. Three days later, the unit with the North Nova Scotias, moved to the Cap Griz Nez area where the huge cross-channel guns in their concrete fortifications presented a formidable obstacle. By September 29th, Dover was freed from further shelling and the 9th Brigade were on their way to a concentration area near Ghent where preparations were afoot to make a landing on the Scheldt estuary. This operation had become of paramount importance since the liberation of Antwerp and the necessity for a shortened supply line.

On October 6th, the 7th Brigade pushed across the Leopold canal and despite heavy casualties clung to a shallow bridgehead. The H.L.I., with the North Nova Scotias, as assault bat-

talions, on October 9th made a seaborne landing in buffaloes on the north side of the pocket. This landing achieved considerable surprise and was successful as other troops exploited the break-in and pressed inland. Against stiff opposition, the unit took Biervliet, where Lt.-Col. P. Strickland took over command from Lt.-Col. Kingsmill.

The fighting in the Scheldt was severe. The flat reclaimed land, often under water and criss-crossed by dikes, made only small local advances possible. Determined pressure however, with assistance from the Stormont, Dundas and Glengarrys, took Driewegen, Boedenhoek, Sasput, Breskins and Schoondijke, and by October 26th, the 9th Brigade were relieved by the 7th Brigade. On October 31st and November 1st, the Brigade made an early morning crossing over a wide canal and cleared up Zoute, Knocke sur Mer and the fortress area immediately east. Many prisoners were taken in this fighting, the enemy being completely unnerved by the fury of the H.L.I. attack, supported by artillery and flame throwers. These Nazis were the last remnants of the 64th Division who had promised to fight to the death. This bitter campaign and mine clearance by the Navy freed the great port of Antwerp, so that the great mass of supplies could pour into the Allied army now preparing for the push on Germany.

As a reward for its fine achievements and long period in action, the 3rd Division moved to Ghent for a rest. Hospitality was showered on the Canadians by the joyous and grateful Belgian people. But good times and the life of ease did not last, for on November 9th, the H.L.I. moved into a concentration area, then to the Nijmegen salient, where mud and cold wet slit trenches were waiting. The fast moving war with its big territorial gains was at an end with the winter weather and now began a period of patrolling, great alertness and limited gains. Added to the bitterness of the weather, was the danger of being driven by rising flood waters from the battalion positions.

During this period, the Allies built up their forces in preparation for the general offensive. On February 17th, the H.L.I. moved through Cleve, Germany, and after constant local attacks, they combined with the Stormont, Dundas and Glengarrys to capture Udem, a city strongly and fiercely defended by Nazi paratroopers. Few surrendered to the conquering Canadians. Several days later, the H.L.I. fought in Balberger Wald, and the Hochwald; then on March 11, moved over to the

Reichwald to prepare for the crossing of the Rhine. The 24th of March was a great day for the H.L.I. On that day, under command of the 51st Highland Division, they were the first Canadian troops to cross the great German river. Although subjected to spasmodic mortar and artillery fire, the crossing was accomplished successfully, and then the unit was sent in to assist British troops who found the town of Speldrop too heavily held. The H.L.I. completed the clearing of the town but were later called up to put in the third attack on the paratroops who held Bienen against successive assaults by the Argyll & Sutherland Highlanders, and the North Nova Scotias. This fighting with several battalions of the most fanatical Nazis remaining was the bloodiest of the bridgehead, but it paved the way to victory.

From Bienen, the H.L.I. passed through Emmerich and into Holland where they liberated South Heerenberg, cleared the Hoch Elton Woods and chased the Germans from Bieke, Zeddam, Terborg, Detinchem, Humele and to the outskirts of Zutphen. Here the enemy were encircled and surrendered to the 8th Brigade. Lt.-Col. Phil Strickland here left the battalion which came under command of Lt.-Col. Ray Hodgins who had been with the Battalion from D-Day, except a short period out with a wound. The Highlanders carried on expanding bridgeheads over canals, capturing Bathmen, Olst after a sharp fight on April 11th, and Dalfsen. After this, the fighting became a mopping-up show. Woelga, Heerenveen, Leewarden and then Harlingen, scene of a strange action, fell to the spirited Highlanders and after a full Brigade assault crossing of the Ems and Leda rivers, Leer was taken by street fighting on April 28th. The unit then pushed north toward Emden, reaching Aurich on May 3rd. On the following day, West Grosse was seized and here the Germans capitulated.

The fighting was over. After 335 days of hard campaigning, victory had come. The unit's casualties were 1,123, of these 20 officers and 272 other ranks had made the supreme sacrifice.

After the surrender, the unit moved back to Aurich and later Baarn, where they received a great welcome. Everywhere the Dutch opened their homes and their hearts to the Canadian liberators. Nothing was too good for the Highlanders. Victory parades were held at the Hague, Utrecht and Knock sur Mer. Repatriation came to the fore and another period of waiting

began, in which the troops had sports, tours and educational courses.

Finally on November 3rd, the unit moved from Zeist through Nijmegen to England. After a stormy crossing on the Queen Elizabeth, the Highlanders reached New York on December 28th, too late for the Christmas welcome that awaited them in their homes throughout the country, but happy indeed to be back once again. The trials, weariness and bitter memories of five years were erased in a moment as they were surrounded by the cheering, weeping, hugging crowd of kith and kin at Galt on December 29th.

This then is the proud and glorious record of your battalion. From every corner of the County they came, unskilled in the art of war, but eager to fight for all they believed worthwhile. Not counting, but mindful of the cost, they became tried and tested in shot and shell to become one of the Empire's finest battalions. Ground once taken was never lost and throughout the whole bitter campaign, the H.L.I. did not fail to take an objective. There are homes in the cities and hamlets and on country roads where sadness dwells. Among you are the victims of Nazi frightfulness, the blind, the maimed and those to whom death would be happy release. This is the price of freedom, of your everyday pleasures and happy home life. Be kind to these who gave so unselfishly and to those who struggle on alone without the loving care of husband or son.

There was no thought of self in their magnificent fight, for each helped his fellow and together, regardless of race or creed, they conquered. Let us rise above the petty jealousies, the narrow prejudices of colour and religion and carry high the torch they kindled to make this Canada a united and prosperous land.

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#### THE STORY OF CONESTOGA

Miss B. M. Dunham, B.A.

The word, Conestoga, has music and fascination, but it has added charm when its meaning and history are known. Although it falls glibly enough from the lips of modern people it is a primeval word, used by the dark-skinned aborigines of the continent long before the coming of paleface Europeans to



western shores. Philologists say that in those early times "the Conestogas" meant "the people of the forked roof poles". It was used to designate that Indian nation known to the French as Andastes and to the Virginians as Susquehannas. The name probably denoted some well-known characteristic in their domestic architecture.

When the American continent was inhabited only by Indians, the Conestogas had spread their blanket in the land which was later called Virginia. Their braves were fearless and very powerful and they defended their villages with row upon row of impenetrable palisades. But in 1675, the blood-thirsty Five Nations of the North, whom the French called the Iroquois, swooped down upon them and devastated their villages, taking captive the most virile of their people and bringing them as slaves to the Finger Lake region of New York State. Some years later, a few of the Conestogas were able to outwit their savage captors and escaping into the forest, they found their way to the land of William Penn, the Quaker, who had founded a colony where white men might live together in peace and harmony and where even Indians were treated with justice and equity. They settled on the banks of a beautiful river, to which was given their name, the Conestoga.

Among the people whom Penn had invited to demonstrate his holy experiment were thousands of Swiss Mennonites, a non-combatant, agricultural people who had suffered religious persecution and who took well to pioneering in this New-World Elysium. It was soon noted that the wagons of the Mennonites who lived in the valley of the Conestoga differed for some unknown reason from those used by people of their faith in other parts of the Colony. They were covered wagons not unlike those used at that time in England, and so hulklIKE were they in appearance that it was easy to believe that they had been designed by ship-builders. Howbeit, the Mennonites came from Central Europe and not from sea-girt England. Whatever may have been the source of their inspiration, it is conceivable that these people designed their own wagons and built them with their own hands. Certainly, the wagons were well adapted to the garnering of the harvests from their clearings and to the distribution of their products in the market towns of the neighborhood. It may have been the more sophisticated townspeople who first dubbed the unusual vehicles "conestogas".

A new use was found for the curious wagon when General

Braddock came resplendent in scarlet and gold to defend His Majesty's Dominions against the incursions of "the cruel and crafty French". The General experienced no end of difficulty in procuring horses and wagons to transport inland his heavy guns and equipment. The conestoga solved the problem, which might never have arisen if Braddock had landed in Philadelphia, where every farmer in the countryside had at least one heavy wagon.

Washington, too, used conestogas in the struggle which culminated in the independence of the Colonies. There is a well-authenticated story that, in 1778, a conestoga wagon drawn by four horses carried six thousand dollars in silver coins all the way from the seaport town of Portsmouth, in New Hampshire, to the government treasury at York, Pennsylvania. This was a loan to the insurgents from the sympathetic French Republic. In the Directors' Room of the First National Bank of York there hangs today a large painting depicting the unloading of the bullion at the door of the Bank, an appropriate record of an interesting historic event.

During the struggle for independence, perhaps because of it, the colonies began to experience growing pains. Borders were expanding everywhere and horizons were broadening. The conestoga wagon had a part to play in the growth and development. It carried many Mennonite families together with all their earthly possessions into new lands in distant Ohio and the farther west. These migrations opened up new avenues of trade and commerce between the east and the west, the east furnishing much-needed staple manufactured articles and the west paying for them in furs and grain. This took place before the invention of the railroad, when the horse and wagon were the only means of transportation. Big business laid its ruthless hand upon the modest farm cart, the conestoga wagon, decked it out in new and costlier apparel and pressed it into service for long-distance freight transportation. Soon hundreds of conestogas were carrying millions of tons of merchandise to the west and returning with furs of inestimable value. The road from Philadelphia to Pittsburg, called the Conestoga Road, was being widened from time to time and improved to accommodate the ever-increasing traffic. There seemed to be no end to the new ships of commerce which plied back and forth over this inland route. As many as three thousand of them might be seen lumbering along the road in a single day.

In this modern era of low stream-lined automobiles it is difficult to imagine the enormous proportions of the conestoga freight wagons. The rear wheels — believe it or not — stood five and often six feet from the ground. Painted a bright vermillion to match the side-boards of the wagon, they contrasted well with the delicate blue of the chassis. In its new role the wagon-box had developed a more pronounced sag, not only lengthwise but crosswise as well. This was as good as a modern insurance policy, for it caused the load to settle toward the centre and in case of a bad shift on the road it lessened the strain of the sides and gate ends. The cover was a huge tarpaulin of dust-gray homespun, which rose to a height of ten feet or more from the ground and extended horizontally from twenty to twenty-four feet. The wooden bows which supported it followed the out-bent lines of the wagon-box, back and front, and produced an overhang which increased materially the capacity of the vehicle, although it did not improve its appearance. The vermillion, the blue and the gray gave the wagon a certain charm of colour, and even in silhouette its unusual features gave it individuality and distinction.

It is almost incredible that these huge overland transports were of homemade construction. In those days there were no factories capable of turning them out by thousands. The farmers cut the wood that went into their manufacture in native hardwood forests of oak, hickory, locust, gum and poplar; the local wheelwright worked out the design and the village blacksmith forged the ironwork. Each wagon was different, for it showed evidences of the individuality of the workmen. There was a pleasing variety in the size of the wagons, in the height of its wheels and in the number of the bows which supported the cover. The details and the ornamentation were subject to the caprice and the financial standing of the prospective owner. One would have a feed-box built along the tongue to carry fodder for the horses en route; another would have a tool-box attached to the left side of the wagon-box. A greasy "tar-pot" usually hung precariously from the rear axle when the wagon was in motion. Finished and complete in every detail, a good wagon cost about two hundred and fifty dollars and its capacity was from three thousand to thirty-five hundred pounds.

The freighters of pioneer days were motivated by horsepower, and the horses matched the wagons in size and strength.

A race of large patient, burden-bearing horses, with broad backs and sleek sides, bred in the valley of the Conestoga was descended, it is claimed, from the famous steeds of Virginia. To this day the Mennonites have a reputation for kindness to their animals. They feed them well and they do not work them until they are at least three years old. The well-bred horses of the Conestoga Valley developed remarkable powers of endurance. Two teams of these superhorses or three teams, if necessary, were hitched to a well-loaded conestoga wagon, with the strongest team nearest the wheels, for these not only pulled hardest on the wagon but turned and backed it as well.

In colonial times the Pennsylvanians drove, as the English do today, on the left side of the road. The driver sat on the right side of the vehicle so that he might see the better all oncoming traffic, but the conestoga freight wagon, because of its size and weight was accorded the privilege of keeping to the right on all roads, yielding place to no passerby. The driver of the conestoga did not sit inside his wagon, as other drivers did, but sat, or stood on a sliding plank made of strong, white oak, which was pulled out of the left side of the body of the wagon before it went into transit. This unique feature of the conestoga was called a lazy-board, although it seems scarcely conceivable that any driver could be lazy with half a dozen spirited horses lugging at the other end of the reins. The tool-box and the brake controls were always placed at the left side of the conestoga freight wagons so that whether the driver sat on the lazy-board, or rode, or walked beside his trusted saddle horse, the left one of the rear team, he might be able to control the speed of the wagon in case of emergency. This special right-hand driving privilege enjoyed by the conestoga was later granted to other heavy vehicles. In time it became the accepted custom in the New World for all traffic to pass on the right.

Every first-class conestoga freight wagon was equipped with at least one chime of brass bells arched over the backs of one or more of the horses. It was not unusual for a six-horse team to carry six sets of bells of varying sizes and tones, open bells, for the most part, resembling the old-fashioned school-bell in miniature. If the driver met with a misfortune and was unable to continue his journey unaided, it was considered good etiquette on his part to surrender his bells to any teamster who gave him assistance. Should a driver arrive at his destination with a full complement of bells, it was presumed that he

had experienced no trouble on the way. In this custom originated an expression which hopeful travellers use to this day, often with no idea of its meaning, "I'll be there with bells".

For mutual protection and companionship drivers of conestogas frequently travelled in groups. This was a wise precaution, for even in those halcyon days there were thieves and robbers in the land and no driver dared forget that he was responsible for his employer's investment of a thousand dollars, or more, all told. These men were the commercial travellers of the day, proud as Lucifer of their horses and wagons. They armed themselves with thick, blacksnake whips of plaited lashes eighteen inches long and terminated by eelskin crackers. The badge of their profession was an elongated "stogey" cigar made from the best Pennsylvania tobacco and dirt-cheap at four for a cent. At night, the day's labour over, they turned in at a favorite tavern, fed and stabled their horses. Light-hearted and care-free now, they danced, played cards and engaged in the usual bar-room banter until it was time to stretch their weary bones full length on the floor and woo the goddess of sleep. All too soon the dawn would break and the arduous duties of another day would begin.

The huge conestoga freighters with their gay trappings and their professional drivers never crossed the borders into the British Colony of the North. Upper Canada was at that time a vast wilderness peninsula surrounded by a chain of inland lakes on the fringes of which a few refugees, known as United Empire Loyalists, had settled.

For all that, the word, Conestoga, is not unknown in Canada. Here it means an unpretentious, Mennonite immigrant wagon drawn by farm horses, or oxen. At the beginning of the nineteenth century hundreds of these came into Upper Canada and some of them penetrated into the far interior of the Province. They carried entire families with their furniture, beds and kitchen equipment and food for man and beast. A collie followed one wagon track; a patient cow, the other. From the axle hung an improvised churn operated by the motion of the caravan. They endured the wayfaring discomfort week after week before they reached the land of their dreams.

Why did they come to Canada, these "plain" Mennonite people? Primarily, for reasons of security. As long ago as 1691, the British had given them British citizenship, exemption from

war service and the free exercise of their religion. They feared that they might lose all of these if they remained in the New Republic. Time has proved that their fears were groundless, but fear was ever a tyrant.

The year 1795 saw the first considerable migration of Mennonites into Upper Canada. There was at that time not so much as a ferry across the precipitous Niagara River. The crossing was made at Lewiston below the falls. The only official record of the crossing is a statement found in the diary of D. W. Smith, Surveyor-general of Upper Canada at the turn of the century. In 1797, nineteen covered wagons with families came to settle, he says, in the vicinity of Lincoln County. They crossed the river by caulking the seams of the close boards of the wagon box and rowing over with the wheels inside. On the far side of the river they put the vehicle together again. The people of this migration settled at Jordan, or The Twenty, so called because it was twenty miles inland from Niagara.

But by far the largest settlement of Mennonites was made a few years later on the Grand River in the far interior of the Province. They drove their conestoga teams across country from the head of Lake Ontario through the ill-famed Beverley Swamp. In 1804, they and their friends in Pennsylvania formed a joint stock company to buy from Richard Beasley sixty thousand acres of land which was originally part of the Six Nations land grant. A survey of the property was made and the purchasers cast lots for their individual holdings.

Benjamin Eby, the Secretary of the Company, came in 1805 to inspect the lands. Inadvertently he wandered into an adjacent tract owned by William Wallace. He found the land so desirable that on his return to Pennsylvania he formed another company and negotiated for the purchase of a large portion of the tract, which afterwards became Woolwich Township.

While on his tour of exploration in the northern lands, Eby found and named two streams which resembled rivers in the homeland, the Conestoga and the Canagagigue. In time, a charming village grew up at the confluence of the Conestoga with the Grand and it, too, bears the time-honoured name of Conestoga. Unfortunately some one unaware of the glorious history of the name has changed it to Conestogo.

During the War of 1812 thirteen Mennonites with their

horses and conestoga wagons were pressed into yeoman service. They were present at the inglorious Battle of Moraviantown, lost their wagons in the general flight but reached their homes in safety. They served in other engagements of the war, and afterwards the Government reimbursed them in full for all losses.

In the Museum of the Waterloo Historical Society, in the basement of the Kitchener Public Library, is housed a conestoga wagon which Abraham Weber brought over, in 1807. Its front wheels measure thirty-seven inches in diameter and its rear wheels, forty-nine inches. The tires are two and three-quarter inches wide. Its panelled wagon-box is twelve feet long, three and a half feet wide and thirty inches deep. It has a rear gate in two parts, upper and lower. The cover is missing, but on either side of the wagon box may be seen two cleats on each upright of the panelling where the hoops which supported the cover were secured. Lynch pins hold the wheels to the axle and the ironwork is elaborate.

There, too, may be seen a chime of bells used by Sam Bricker on the back of one of his four-horse teams when he came to the Grand River, in 1802. They are spherical in shape and graduated in size from two to three inches in diameter. When rung, they produce a pleasing composite sound.

A Pioneer Memorial Tower has been built on the river-bank half-way, between Kitchener and Preston as a reminder of the first immigration into the far interior of Upper Canada. Native stone has been used for the Swiss Chalet design of the monument and its weathervane is a three-foot representation, in copper, of a miniature conestoga wagon drawn by two teams of horses. So is the conestoga immortalized in Waterloo County.

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### **HISTORY OF ST. ANDREW'S CHURCH, KITCHENER** **J. F. Carmichael.**

In compiling this short history of the church and congregation of St. Andrew's, Kitchener, information has been obtained from three sources, viz., Session records, minutes of congregational meetings and recollections of some of the oldest members, who supplied material missing in the records of the Session and congregation.

The beginning of Presbyterian services in Berlin (now Kitchener) dates back to the year 1854, when occasional services were held in some homes. In the following year more regular services were held in the school house which stood where the present fire hall now stands. These services were conducted by the Rev. W. Pirie of the Presbyterian Church of Doon. So far as I can learn, Mr. Pirie conducted the first Presbyterian service in Berlin. When Mr. Pirie was unable to come, services were given at intervals by members of the Presbytery. In those days the Presbytery of Hamilton had jurisdiction over all this northern country in connection with the Free Church of Scotland.

Towards the close of the year 1854 a petition was presented to the Presbytery, expressing the desire of the members here to be formed into an organized congregation, and to be united to the congregation of Woolwich. In accordance with this request, a deputation consisting of Rev. Mr. Smellie of Fergus, Rev. James Young of Guelph, together with Mr. George Davidson, elder, was sent by the Presbytery and on the 22nd day of January, 1855, organized the members here into a congregation. The names given to the young charge was St. Andrew's, Berlin.

The following persons were present on that occasion and presented certificates of membership in other congregations, viz., Mr. and Mrs. Wm. Davidson, Mrs. Fischer, Mrs. Tagge, Mr. Wm. Smith, Mr. and Mrs. Geo. Davidson, Miss Ellen Smith, Mr. and Mrs. Wm. McWilliam, Mr. and Mrs. J. Taylor, Mr. Alex Mackie, Mr. James Merrilees, Mrs. Colquhoun, Mrs. Jackson, Miss Dobbin, Mrs. Hale, Mrs. Kidder and John Smith, M.D.

In the following month a call was extended to Mr. H. McMeekin, who had been supplying for some time previous. Delays followed in having the call acted upon and in the meantime Mr. McMeekin accepted the headmastership of the Berlin Grammar School. Mr. McMeekin, however, continued to preach to the people while also attending to his duties as Grammar school teacher until November 1855. From that time until October 1856, the ministers of the Presbytery gave occasional supply and a student named James Tait supplied for five consecutive months.

About this time steps were taken for the erection of a church building. The leading figure in this movement was Sheriff Davidson, a man to whose energy and foresight St. Andrew's owed much in her early history. He procured the pres-



ent lot and gave it to the congregation for a nominal sum. He collected also among his friends abroad funds for the erection of the building.

In the following year, 1857, the front part of the old church replaced by the present building, was erected.

On the 28th day of June, 1857, a call was extended to the Rev. A. Constable Geikie who had been supplying the congregation from the previous October.

In the meantime dissatisfaction with present arrangements arose between the congregations of Berlin and Woolwich, and at a meeting of the Presbytery, held in Galt, Feb. 18th, 1857, a petition was presented from each congregation asking for a separation. The Presbytery granted the petitions and constituted each a separate charge. On the 5th day, of the following month the Presbytery met in the school house and inducted Mr. Geikie into the pastoral charge for the congregation.

The following ministers took part in the service: Rev. J. I. Hodgskin of New Hope (Hespeler), and Doon; Rev. R. Irvine, D.D. of Hamilton and Rev. James Young of Guelph. Mr. Geikie therefore became the first settled minister of this congregation. The following elders were appointed by the Presbytery as a session for St. Andrew's: Judge Miller, of Galt; Robert Ferrie, of Doon; John Linton, of Ayr and William Mitchell, of Woolwich. The first Board of Managers were C. Groff, Wm. Davidson, John Lake and W. Moodie.

The salary paid Mr. Geikie was £125.

An interesting item of expense recorded in the expenditure for 1857 was £4,12s,6d for firewood and candles.

During Mr. Geikie's pastorate the Episcopalians and Presbyterians worshipped together in St. Andrew's Church.

Mr. Geikie resigned on June 12, 1859, to become assistant to the Rev. Dr. Bayne, Knox Church, Galt.

During the vacancy that followed, the Presbytery supplied the pulpit till the 8th of October of the same year, when the Rev. John McMechan, of the Presbyterian Church in Ireland, preached for a number of weeks, accepted a call and was inducted as minister on Dec. 15th, 1859.

In the year 1863, the first election of Elders was held. The following were elected: Messrs. Alex H. Mowatt, Joseph Hobson, George Underwood, and George Davidson, of Berlin, Alex. Murray, of Bridgeport and Robert Lane, of Waterloo. All declined the office except Messrs. Mowatt and Murray and they were ordained to the office on the 18th of October, 1863.

As the result of a union between the Presbyterian Church of Canada and the United Presbyterian Church of Canada, St. Andrew's, being included in the first-mentioned church, was placed under the care of the Presbytery of Guelph.

Mr. McMechan ministered to the congregation till May 5th, 1866, when he received a call to Picton. This left a vacancy lasting till March 4th, 1867, when a call was made out in favor of Mr. Albert J. Trever, M.A., a recent graduate of Knox College, Toronto. He was ordained and inducted into the pastoral charge on April 25th, 1867. Mr. Trever remained with the congregation until Aug. 12th, 1870, when he received a call to Brockville, Ont.

After a vacancy of about two years, Mr. James F. Dickie, a young man, fresh from college in Scotland was ordained and inducted into the pastoral charge on Feb. 13th, 1872.

On May 2nd, 1875, the session was increased by the ordination of the following Elders, viz., Messrs. Alex Young, J. Muir, Charles Bedford, John Moffat, Wm. Ewan and Alexander Roy.

During Mr. Dickie's pastorate that part of the Sunday School, facing Weber St., was built. The corner stone, quite visible today, was laid in 1874.

Rev. Mr. Dickie ministered to the congregation until April 3rd, 1879, when he demitted the charge, having received a call to the Central Presbyterian Church, Detroit.

The vacancy on this occasion was not long, for on the 6th day of October of the same year Mr. Donald Tait, B.A., a recent graduate from Knox College, Toronto, was ordained and inducted. The following ministers took part in the services: Rev. A. M. Hamilton, of Winterbourne, preached. Rev. Dr. Wardrope, of Guelph, addressed the minister and Rev. J. K. Smith, of Galt, the people.

During the pastorate of Mr. Tait, the church was enlarged by the addition of two transepts. The old square backed pews, so suggestive of exclusive Presbyterianism, were taken out, and replaced by more modern ones.

Toward the end of 1887, the members of the congregation living in Waterloo petitioned the Presbytery for separation from Berlin, and on the 31st day of January of the following year, they were organized into a separate congregation.

Mr. Tait demitted the charge on the 25th day of September, 1889, having received a call to Chalmer's Church in the city of Quebec. After a vacancy of a few months, the congregation, on the 14th of April, 1890, extended a call to the Rev. A. B. Winchester, a returned missionary from China. He was inducted into the pastoral charge on the 19th day of May.

During the pastorate of Mr. Winchester, the Sunday School was enlarged, by the addition of that portion that united the original building with the church proper. Three new members were added to the Session, viz., Messrs. Robert Smyth, Richard Reid and J. W. Peddie.

On the 25th of December, 1891, Rev. Mr. Winchester was requested by the Foreign Mission Committee of the General Assembly to take up mission work among the Chinese on the coast of British Columbia, and in accordance with their request he demitted the charge on the 28th of March, 1892.

On the 20th day of March, the following year, 1893, a call was extended to the Rev. Robert Atkinson, of Pictou, N.S., and on the 15th day of May, Mr. Atkinson was inducted.

He continued to minister to the congregation till March 29th, 1899, when he demitted the charge, having received a call to St. Giles' Church, Toronto.

On the 13th of September, 1899, a call was extended to the Rev. W. A. Bradley, B.A., and on the 6th of November, he was inducted into the charge. During his pastorate the congregation grew until the question of a larger church became a burning one. Accordingly on Sept. 15, 1905, Messrs. Cram and Hagedorn were appointed a committee from the Session to confer with the managers to prepare estimates for a new church.

On Feb. 2nd, 1906, at a congregational meeting plans for a

new building were submitted and a resolution was sponsored, recommending the building of a new church at a cost of \$25,000, including an organ.

The contract was awarded to Mr. J. Baetz, and on Oct. 10th, 1906, the corner stone was laid. It was a fitting mark of honour to old age, to select Mrs. James Potter, the oldest member of the congregation and the only one left of those who worshipped in the old church 50 years before, to lay the keystone of the new temple of worship. But it was more. It was a tribute of respect to a lovely, noble character, and a consistent Christian lady whose sweet and happy face was the mirrored reflection of the Christian graces and the real nobility of a pure life. She was presented with a silver trowel with which to lay the corner stone and it is retained as a priceless treasure in the family. Among the local pastors present at the ceremony were Reverends A. M. Hamilton, of Winterbourne, S. R. Knechtel, G. R. Damm, M. L. Wing, of Stratford, A. R. Springer, S. M. Hauch, of Waterloo, F. Kaiser, J. W. J. Andrew and F. E. Oberlander. Rev. S. M. Hauch tendered the greetings and congratulations from the Twin City Ministerial Association and Rev. A. B. Winchester, of Knox Church, Toronto, and Rev. Robert A. Atkinson, of Chesley, former pastors, addressed the congregation.

The church was formally opened on Sept. 8, 1907, the Rev. D. Tait, of Teeswater, officiating at the morning service and the Rev. A. B. Winchester, of Toronto, in the evening.

On Jan. 15, 1906, Mr. Richard Reid, who had been superintendent of the Sunday School for 21 years, tendered his resignation and was succeeded by Mr. C. K. Hagedorn.

The choir was given permission to wear gowns in 1907. I might mention that Miss Ida McGarvey, now Mrs. Dr. Buchanan, of Peterboro, was choir leader and organist and Miss Ida Dunke, the soloist.

After 12 years of faithful and devoted service in which he endeared himself to the congregation and the community at large, the Rev. W. A. Bradley resigned in Feb, 1912, to take charge of Knox Church, Teeswater.

At a congregational meeting on April 3rd, 1912, a call was extended to Rev. Marcus Scott, D.D., of Detroit, Mich., and he was duly inducted into the pastoral charge, June, 1912. Dr.

Scott's pastorate continued until April 19, 1919, when he retired to live in Detroit. He was a type of the old school of preachers. A great Bible student and teacher, fearless in denouncing sin of any kind, deeply spiritual, the imprint of his teaching is seen in the lives of the people even until the present day.

After a short vacancy, a call was extended to the Rev. George B. McLennan of Yorktown, Saskatchewan, and he was inducted into the charge on Sept. 4th, 1919. During 1922, from Feb. 26th until May 7th, the congregation worshipped in the Capitol Theatre while the church was being renovated and on the latter date a formal reopening took place.

The controversial question of church union marked the latter part of 1924. As the result of the vote on Jan. 8th, 1925, the congregation decided to remain Presbyterian, and a number of those who supported union withdrew to affiliate with other congregations in town, the majority going to Trinity United Church. After June 25th, 1925, Rev. G. B. McLennan ceased his pastorate of St. Andrew's and became associate pastor of Trinity United.

On Oct. 1, 1925, Rev. George Taylor-Munro was inducted into the charge and continued until June, 1937, when he retired to Grimsby.

He was succeeded by the present Minister, the Rev. Finlay Gordon Stewart. Early in 1939 the church was completely renovated, new lighting installed and new carpeting laid, and the gallery reseated. The Sabbath School was completely departmentalized, and with more favorable surroundings and an increasing attendance, is doing effective work for the youth. The Sunday School was dedicated on May 28th, 1939, and the church was rededicated in Sept., 1939, by the Rev. Dr. Stewart Parker, the then Moderator of the Presbyterian Church.

At the beginning of the second world war, Rev. F. G. Stewart enlisted in the chaplaincy service and returned to resume his work in Sept., 1945. During his absence the congregation was in charge of Rev. Frank Lawson, B.A., B.D., for four years and Rev. F. Williamson from January until Sept., 1945.

The congregation has grown from a small beginning until today its membership is over 900, its Sunday departments are flourishing and there is a bright outlook for the future.

## COMMANDING OUR WEALTH

G. Elmore Reaman, M.A., B.Paed., Ph.D., F.A.G.S.

The last world war was actually a struggle between the spiritual and material forces in the world. Probably no war in history has seen so much demolition of material things. This is perhaps suggestive that things of the spirit should overcome matter.

There were so many instances during the war which point to the fact that there was some power controlling the destiny of nations. To select a couple of instances: There has been no satisfactory explanation as to why Hitler did not attack England after the fall of France. The Japanese too, following Pearl Harbour, would have found the United States more or less at their mercy. These are but two of many instances. The discovery of the atomic bomb by the Allies perhaps should be added to this list.

In 1918 a Spaniard wrote a then thought provoking book which he named the "Four Horsemen of the Apocalypse". In Revelations he found these four horsemen — Pestilence, War, Famine and Death. His novel interpreted World War One in terms of these horsemen.

If his interpretation was true of World War One, how much more it has been true of the quarter of a century which has elapsed since he wrote his book. Certainly the world circumstances even at the present time, can be summed up in Pestilence, War, Famine and Death.

It seems inconceivable to me, if we take a teleological view of life, that civilization is going to be allowed to succumb after having been saved from the holocaust of the last half dozen years. If it moves us to take a positive attitude towards life, some good will come of it. Life may be difficult and confusing for us now but certainly it is no more difficult than that which our pioneer ancestors faced when they first arrived in this country. We have a tendency to be sorry for ourselves because no longer will a "laissez-faire" policy suffice. It was this policy following World War One which brought about World War Two. With this in mind, may I suggest four horsemen for the future — Science, Experience and Common Sense, Hope, and a Philosophy of life. Let me discuss these in turn.

Not so long ago it was the popular thing to poke fun at

those who lived in the Victorian period. With glee we spoke of the conventionality of the Victorian woman. In rebuttal it might be pointed out that the Victorian woman, sentimental and all as she might have been, knew the psychological moment when to faint. She knew how to get her man and, what is more, she knew how to hang onto him. The Victorian period was replete with great thinkers, philosophers and poets. In passing, it might be interesting to note that there has been no major poet anywhere in the world since the turn of the century. At that time, the scientist came into power. He said to the philosopher: "We are through with you, what have you to contribute to the welfare of mankind?" We, the scientists, are going to solve all the problems of the universe."

Well, you know how the scientist has solved these problems. He created a world composed entirely of materialism where things of the spirit did not count and with a result that primitive instincts no longer were held in check by moral precepts. In such a world it was inevitable that a major conflict would take place. This, of course, is what happened with crowning achievement of the scientist by the discovery of the atomic bomb.

The scientists now with their atomic bomb have the bull by the tail. To hang on, may mean extinction; to let go, a worse situation. It is interesting that these same scientists are now calling upon the philosopher to return and tell them where we are all headed — what it is all about.

Germany has always appreciated the power of an idea. In World War One they lost on the field of battle and won in the field of education and religion. We immediately took over their concept of education, viz., that its purpose was to teach people how to make a living. To this end vocational education was promoted at the expense of the humanities. No longer were moral precepts inculcated in our youth; the pragmatic theory ruled our schools. In the earlier days education had been a sort of vague something you wouldn't have had, if you hadn't had it. However, to be educated in those days meant that you were to act and think as a gentleman or as a lady. The result of the present emphasis on materialism has been to turn our schools into places of training rather than education. You can train a dog; you can train a child. You can educate a child but you cannot educate a dog. At the present time all over

this continent, educationalists, whether in secondary or university fields, are arguing for the return of the humanities to the curriculum, realizing that young people have to be taught, not only, how to make a living, but also, how to live.

Science influenced medical practice very greatly. The old family doctor, who was a practical psychologist, although he had never heard the word, knew that a large percentage of his therapy was contingent on his knowledge of the background of his patient. For a time the specialist threatened the prestige of the family doctor but experience has shown that the field of the specialist operates best if the family physician has played his part. The result is that the family physician is appreciated more than ever.

In the field of religion, the scientific approach as originated by German theologians, made the Church authorities afraid of emotion. The Bible was approached from a scientific point of view and all episodes which did not appear to respond to reason were automatically tossed aside. Preachers tried to become intellectual and imagined that they had intellectual people to speak to. They were wrong often in both particulars. The result has been that church services have become dull and many people go elsewhere for their emotional experience. During the last ten years sects of all kinds have had a mushroom growth and it should be noted that practically all of these accept the fundamental interpretation of the Bible and preach the emotional expression of religion. Psychologically, of course, the sects are more nearly correct than the traditionalists who emphasize a repression of emotion and an intellectual approach to religion.

Our first horseman then is Science, but the technological kind of science we have had of recent years must become the servant of humanity, and not its master. Science is like fire — a good servant but a bad master. At the present time the scientist is just like a man on horseback who was asked by a pedestrian where he was going. His reply was, "How do I know, ask the horse".

The second horseman is Experience and Common Sense. Most of us had some experience either in or after World War One. Most of us, too, have read some history and have some knowledge of how human nature reacts under certain circumstances. There has been a great deal of talk about the rehabilitation of returned soldiers: Experience with men after the last war



and with those recently returned suggests that the problem is not to be found so much in the returned soldiers, as in those of us who have remained at home. You can all recall the number of societies with their post war plans. Now that the war is ostensibly won, one hears very little about them. There are two psychological reasons for this: (1) For five or six years many of us carried on the secondary activities for war promotion, such as, Red Cross, loan drives and the like. To do this we had to keep our emotions at a white heat. However, it is impossible to keep human emotions at a high pitch forever and, just as soon as the necessity for maintaining this state of mind was removed, we heaved a big sigh and relaxed. The result is that we have all had a let-down feeling. (2) There is an inherent fear in human nature of change. The French have an expression — "The more you have change, the more you have the same thing". It can be noticed that governments, before and during election, will promise revolutionary changes but, once in power, few changes take place. The present Labour Government in England illustrates this point. They are pleading for time and they are continuing the policies, both home and foreign, as laid down by the former government. From our own experience and from that found in history, we should use our common sense and look at things realistically and govern ourselves accordingly. After every great war there has always been an upheaval of the lower classes. The ending of the present struggle has been no exception. Our job is to face the issues, basing our finding on past experience and having courage to do what our common sense suggests should be done under the circumstances.

Now having courage to face the present situations implies our third horseman, "Hope". It was once stated, "Where there is no vision, the people perish". Pope said too, "Hope springs eternal in the human breast". In fact, no individual or nation can exist for long without hope. When a situation becomes hopeless, we do one of three things as individuals. If we have courage, we blow out our brains; if we have not courage, but money, we can go to a sanatorium; if we have neither courage nor money, we can compromise with a nervous breakdown, which is a respectable way out of an impossible situation.

Now the hope of the world lies in its youth. This is a very trite remark but, like all trite remarks, the truth implied has been forgotten. To my way of thinking, the only way to rehabilitate the men returning from the forces is, as soon as pos-

sible, to get them into places of responsibility. Of course to do this many of us will have to promote ourselves. I am very much in favour of senates. What could be done with many a politician who has outlived his usefulness if he couldn't be promoted to the senate? I think there should be a senate in education, in the church, in business, service clubs and the like. After a man has served for many years he should not be cast aside but neither should he be retained in the position he has held for so many years. So long as he holds it, there is no room for any younger man. Hence, I recommend that, in church and state, those of us who have held positions for many years should promote ourselves to a senate and make room for the younger men to come in and carry on. We are tired; we have lost our enthusiasm and idealism. We have become realistic — which means that we are going to carry on in the traditional fashion and there will be few changes, if any. Youth is a period of idealism. If something is to be changed it will not be done by us because we are too fearful. It must be handed over to youth who have courage and a desire for change.

Finally, let us turn to the last horseman, "A Philosophy of Life". Not to have this, means that a person is, to use an old metaphor, out on the sea of life without a compass. Briefly, a philosophy of life can be summed up in three things: First, belief in one's self; second, belief in one's fellow man; and third, belief in God. If we study the life of the pioneers we can see that their motivation must have included all three of these. No man or woman could ever have come to the wilds of this country without believing in himself or herself. The co-operation, so very evident and so very necessary in those days, demanded a belief in one's fellow man and, if they hadn't had a belief in God, they could never have subsisted through the years of privation and sickness. Pioneer stories are filled with examples of these three beliefs, hence, if they worked in those days, surely they will work again in ours.

"Commanding Our Wealth" means the control of these four horsemen of the future — Science, Experience and Common Sense, Hope, and a Philosophy of Life. If we can do this and add an attitude to life so aptly put by the French when they say: "To understand all, is to forgive all", we can hardly fail. If we can develop an attitude of tolerance, wars will cease to be but where intolerance reigns, wars are inevitable — just as inevitable as is illustrated by the woman who was so intolerant and so can-

tankerous in her relations with people that there was friction whenever and wherever she appeared. It was said that even her animals looked repressed. One day she died and, when the burial service was being held, the weather became darker and darker and the preacher droned on and on. Finally there was a sharp bolt of lightning and a terrific crash of thunder followed by complete silence for a few seconds. Then a voice in the audience spoke up: "Well, she's got there all right".

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### ENTERPRISING ELMIRA

Elmira is well situated in the centre of a rich mixed farming district. It is also the home of many craftsmen who find a ready market for their skill and ingenuity in the many industries located therein. Fine, well stocked stores cater to both rural and urban customers. A new, modern High School and well equipped Public School supply the necessary education to its many progressive and ambitious young people. Churches and Missions of almost every denomination look after the spiritual needs of its people; a modern Carnegie Library gives the intellectually minded a grand opportunity to delve into their favorite subjects. Good highways leading North, South, East and West give easy access to other larger centres. Elmira is well situated on both the Canadian National and Canada Pacific Railways, enabling the manufacturing establishments to ship their wares to all parts of the Dominion and beyond its borders.

The Elmira Board of Trade celebrated its 50th anniversary during 1945, the officers of 1895 being as follows:

President — Dr. Ullyot, Vice President — Geo. Klinck, Secretary — L. P. Snyder. Councillors: P. Mattusch, S. Laschinger, Dr. Hay, M. H. Hemmerich, S. A. Brubacher, M. L. Weber. Enrolment — 37 members.

Board of Trade Officers for 1945: Hon. President, F. C. Rupel, President — D. S. Erb, Ist Vice President — R. G. Pickell, 2nd Vice President — C. J. Weichel, Sec. Treas. — Wm. Clark.

Executive — E. M. Arnold, E. C. Davis, G. E. Dillon, W. Easton, A. W. Hoffer, R. B. Marr, O. W. Reichard, J. A. Row-

land, A. H. Vice, O. C. Weppler, W. Wilken. Enrolment — 95 members.

Village Council — 1895 — Reeve — Alonzo Erb. Councillors, H. Dunke, Casper Zeigler, Henry Winger, Peter Mattusch.

Town Council — 1945 — Mayor — Arthur Zilliax. Reeve — F. C. Forwell. Councillors, A. W. Hoffer, P. Shoemaker, Ed. Ruth, H. L. Weichel, O. C. Weppler, Bert Howlett.

For fifty years the Elmira Board of Trade has assisted in guiding, shaping and directing the welfare and growth of Elmira. The success of these endeavors is recorded, showing that time and effort expended by faithful members has achieved a large measure of success.

Elmira was first known as Bristow's Corners. It was named "Elmira" February, 22nd, 1853, and the Charter for the Village obtained December 1886, and it was incorporated as a Town January 1st, 1923. First Reeve of Elmira was the late John Ratz in 1887.

Over 240 Elmira boys and girls enlisted in the various forces in the Second Great World War, a very favorable showing for a town with a population of 2,256. Elmira purchased almost two million dollars worth of Victory Bonds in the various loans put on by the Government. Over 75 per cent of the people own their own homes.

Elmira's Monthly Fair (Pig Day) was instituted somewhere between 1850 and 1860.

Besides an active Board of Trade, always ready to foster any worth-while project that will benefit the people of Elmira and vicinity, Elmira has a splendid Community Service Club, which was formed for the purpose of promoting, assisting in and carrying on patriotic work and providing for the needs of our local youth and delinquent and less fortunate children of the community. It has been headed during the war years by a strong and active executive and is self supporting from the annual fee of \$10.00 contributed by its seventy-five members. Thousands of dollars were raised during the war by this club, for patriotic and other purposes, one of which was the financing of an outdoor swimming pool, for which almost thirty thousand dollars has been subscribed, and which will be built as early in 1946 as supplies and equipment can be obtained.

Red Cross work was carried on under the able leadership given by the ladies of the Elmira Work Rooms. Too much cannot be said of the faithful citizens who contributed many needed supplies of clothing, etc., through the efforts of the numerous subsidiary clubs and societies of Elmira and district. In the Red Cross Mobile Blood Clinic a very favorable showing was made, no less than 3,051 blood donations being made during the few years the clinic was in operation.

The Elmira Horticultural Society does a great deal to encourage the citizens to beautify their homes, gardens and lawns, making Elmira one of the finest small towns in which to live.

Elmira has plenty of fresh water, secured from artesian wells drilled in close proximity to their pumping stations. Hydro power is available to all its industries and homes, at rates that are in keeping with those of other municipalities and very low compared with those existing in the good old days.

Elmira's leading industries consist of the following: Naugatuck Chemicals, large producers of chemicals for the Government for war use, and now turning all their endeavors into peace time channels. One of the first products manufactured during war and peace is D.D.T.

The Elmira Shirt and Overall Company, occupying the old Interior Hardwood plant, is a busy place and makes products that enjoy a large sale in all parts of the Dominion.

The Elmira Furniture Company, makers of "Beaucraft" line of living room tables, as well as apartment dinette tables and chairs in walnut, mahogany and birch, well designed and having a wide distribution among retail furniture dealers from coast to coast.

The Link Belt Company, Limited, large manufacturers of power transmission machinery and materials handling equipment. Articles manufactured include chains of all kinds for power transmission, together with accessory machine parts such as sprocket wheels, bearings, pulleys, etc. During war time it manufactured anti-air craft guns, ship and tank parts and many other articles needed for Victory.

The Silverwood Dairies, Elmira, are buyers of churning cream, eggs, and live poultry to dress; manufacturers of E.F.C.

butter, buttermilk powder and artificial ice; operators of custom cold storage lockers.

The Great West Felt Company, Limited, largest manufacturers in the British Empire of heavy felt footwear, suitable for Canada's rigorous winters, manufacture their own felt from South African Cape wools. "Great West" and "Polar King" brands of felt footwear are trade marks of high quality products, well and favorably known throughout the Dominion, also Alaska, Newfoundland, Labrador, Russia, etc. Large demands from the War Supply Board have been filled from time to time.

Other thriving industries are Klinck Co. Limtied, blenders and mixers of protein feeds, etc., N. M. Beringer Limited, sash and door factory, Martin Feed Mills with new modern mixing plant, Jackson's Fox Ranch, Brox Floral and Gladioli Gardens, Seiling and Bonnie Chick and Schaefer's Chick Hatcheries with well over a million chick capacity yearly, A. W. Hoffer and Son, Bootee Manufacturers, also Elmira Bootee Company, makers of a similar product, Elmira Machine Shop doing specialty work, Norman's the florist with large greenhouses doing a large business locally, also in Montreal, Toronto and Central Ontario, Elmira Aluminum doing specialty casting and shipping from coast to coast and to British Guiana, Brubacher's Tannery doing a fine business and growing from a small plant to a large institution in a few years' time.

Elmira is a fine place in which to live, with ready access to Toronto, Guelph, Kitchener, Waterloo, Hamilton and Galt. Being located on the highways North and West to Owen Sound, Collingwood and many of the summer resort towns of this area, Elmira enjoys a heavy tourist traffic during the summer and fall months.

## Our Glorious Dead

Casualties among personnel of various branches of the armed services, enlisting from Kitchener-Waterloo and district continued in 1945. The list together with the names in the 1944 Report, it is feared, is not as complete as it should be.

ALJOE, FO. Lorne, son of Mr. and Mrs. G. A. Aljoe, Kitchener. Reported missing after Mar. 24, 1945 and presumed dead.

ALLES, Pte. Craig, son of Mr. and Mrs. R. V. Alles, Kitchener. Killed in action at Lochem, Holland, April 12, 1945.

AMSTEIN, PO. Norman, son of Mr. and Mrs. Edward Amstein, Kitchener. Reported missing and presumed dead.

BATTLE, Sgt. Ralph, son of Mr. and Mrs. W. D. Battler, Kitchener. Killed in air operations on March 5, 1943 with R.C.A.F.

BEAN, Capt. William, husband of Mrs. Marjorie Bean, Waterloo. Reported killed in action in Germany, March 13, 1945.

BLEICH, FO. James, son of Mrs. Ella Bleich, Kitchener. Reported missing Feb. 23, 1945 and presumed dead.

BOWMAN, Sgt. Edward, brother of Mrs. Florence Armitage, Waterloo. Lost his life in aircraft crash in England, Jan. 28, 1945.

BRADSHAW, L-Cpl. G., son of Mrs. George Bradshaw, Woodstock, formerly of Kitchener. Died of wounds April 12, 1945.

BUCK, Pte. William, son of Pte. William A. and Mrs. Buck. Killed in action in Germany. Reported March 12, 1945.

BUDELLE, Lieut. William, son of Mr. and Mrs. Percy Buddell, Waterloo. Died April 16, 1945 as result of wounds while serving with a tank unit.

CYBULSKI, Sgt. A. J., son of Mr. and Mrs. Victor Cybulski, Kitchener. Missing after air raid over Germany, Feb. 14, 1945 and presumed dead.

GEHL, Pte. Francis, son of Mr. and Mrs. Anthony Gehl, Kitchener. Died Feb. 20, 1945 as result of wounds.

HAYES, FO. Allan, son of Mr. and Mrs. C. E. Hayes, Kitchener. Lost his life in air crash near Bahamas, Feb. 25, 1945.

HEER, Pte. Robert, son of Mayor Albert and Mrs. Heer, Waterloo. Killed in action during night patrol. Reported March 15, 1945.

HERGOTT, Pte. Gerard, son of Mr. and Mrs. P. Hergott, Waterloo. Reported missing and presumed dead June 8, 1945.

HERGOTT, L-Cpl. John, son of John T. Hergott. Killed April 16, 1945 in Germany, while serving with a Central Ontario Regiment.

HERTZBERGER, Pte. David, son of Mr. and Mrs. William Hertzberger, Waterloo. Killed April 13, 1945 in action in Holland or Germany.

KAPRON, Pte. John, husband of Mrs. Mary Kapron. Killed in action presumably in Belgium. Reported March 6, 1945.

KESSELRING, Pte. Fred William, son of Mr. and Mrs. William Kesselring. Served in Italy, Belgium and Holland. Killed at Delfzyl, Holland, April 26, 1945.

LACHAPPELLE, Tpr. Lawrence, husband of Mrs. Lola Lachapelle, Kitchener. Killed in action in Holland. Reported March 31, 1945.

LEIS, Pte. Wilfred, husband of Mrs. Vera Leis, Kitchener. Missing in August in air operations and presumed dead. Reported March 28, 1945.

LINCOLN, PO. Thomas, husband of Mrs. Ryna Lincoln, Kitchener. Lost after an air patrol flight in Iceland. Reported April 2, 1945.

LIPPERT, FO. Jack, son of Mr. and Mrs. H. P. Lippert, Kitchener. Missing after air operations in July and presumed dead.

LORENZ, FO. Douglas, son of Mr. and Mrs. Mat Lorenz, Waterloo. Reported missing in April and presumed dead.

McCAFFRAY, Pte. Harvey, son of Sapper and Mrs. James McCaffray, Kitchener. Accidentally killed in Germany, May 21, 1945.

McGRATH, FO. R. K., son of Mr. and Mrs. John McGrath, Kitchener. Reported missing May 31, following air operations out of England.

MACINTOSH, FO. Donald, son of Mrs. William MacIntosh, Kitchener. Died in action in July, 1945.

MAZIARZ, Pte. Joseph, husband of Mrs. Mary Maziarz, Waterloo. Killed in action in Germany. Reported March 13, 1945.

MILLER, FO. Allan, husband of Mrs. Allan B. Miller, Kitchener. Reported missing since Jan. 16, 1945 over Germany, presumed dead.

MUIR, Sgt. George, husband of Mrs. Vera P. Muir, Kitchener. Reported missing in July, 1944, and presumed dead.

O'NEIL, Pte. John, brother of Mrs. Mona Evans, Kitchener. Killed in action Sept. 14, 1944 in Belgium.

POKRYFKA, FO. Paul, son of Mr. and Mrs. Frank Pokryfka, Kitchener. Missing after air operations and presumed dead. Reported Nov. 19, 1945.

POLZIN, Capt. Carl, son of Mr. and Mrs. A. J. Polzin, Kitchener. Killed in action in Germany while serving with the H.L.I. Reported March 15, 1945.

POTTER, Pte. George, son of Mrs. E. E. Potter, Waterloo. Reported killed in Holland, Feb. 24, 1945.

REINHART, Pte. Albert, son of Mr. and Mrs. L. J. Reinhart, Guelph, formerly of Kitchener. Died of wounds received in action in Italy, Dec. 4, 1944.

RICKERT, Sgt. Harry E., son of Mr. and Mrs. Irvine Rickert, Kitchener. Killed in action April 1, 1945 with Southeast Asia Air Force.

RUMPEL, Lieut. Oscar, son of Mrs. Ada Rumpel, Kitchener. Lost after torpedoing of minesweeper Guysborough on April 25, 1945.

SASS, RQMS. Carl Edward, husband of Mrs. Patricia Sass, Kitchener. Killed in motor car accident overseas July 8, 1945.

SCHMIDT, Pte. Ernest, husband of Mrs. Emma Schmidt, Kitchener. Reported killed in Germany. Reported March 13, 1945.

SHANTZ, FO. Fred, son of Mr. and Mrs. Elvin Shantz, Kitchener. Reported missing after air operations over Germany and presumed dead.

STIEFELMEYER, Pte. Jack, son of Mr. and Mrs. J. N. Stiefelmeyer, Baden. Reported killed in action on Feb. 27, 1945, while serving in France, Holland and Belgium.

STRATYCHUK, Pte. Steve, son of Mrs. Ida Stratyчук, Kitchener. Killed in action on Feb. 28, 1945 in Germany.

STYCK, FO. John, son of Mr. and Mrs. Michael Styck, Kitchener. Listed as missing in April, 1945 and presumed dead.

TEEVIN, PO. R. D., son of Mr. and Mrs. A. V. Teevin, London, formerly of Kitchener. Listed as missing April 19, 1945 and presumed dead.

TUCKER, Cpl. Fred, son of Mrs. Ida Tucker, Kitchener. Killed in action April 29, 1945 in Holland.

VEITCH, FO. Lawrence, son of Mr. and Mrs. Edward Veitch, Kitchener. Listed as missing since April, 1945 and presumed dead.

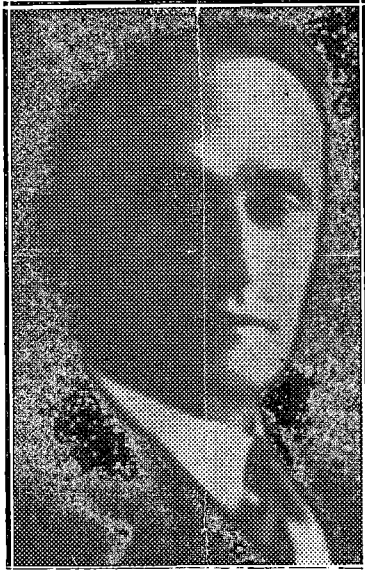
WEILER, Pte. Russel J., son of Mr. and Mrs. Chas. Weiler, Kitchener. Killed April 12, 1945 in action while serving with Algonquin Regiment in Germany.

WEINSTEIN, Pte. Robert, son of Mr. and Mrs. Joseph Weinstein, Waterloo. Wounded in action in Italy and died March 2, 1945.

WILLIS, Major Eric, husband of Mrs. Mildred Willis, Kitchener. Reported killed in action March 9, 1945.

ZIMMERMAN, Lieut. Bruce, son of Cpl. Roy Zimmerman, Kitchener. Killed in Germany. Reported April 4, 1945.





Edmund Pugsley, B.A.



Harvey J. Sims, K.C.

## BIOGRAPHY

### HARVEY J. SIMS

Harvey J. Sims, senior member of the law firm of Sims, Bray, Schofield and Lochead, passed away at his home "Chicopee" on June 8th, 1945.

Born in Waterloo on December 25th, 1871, the son of the late Peter H. Sims and Jemima Cook, he attended the public school there and later graduated from the Berlin High School. He completed his law course at Osgoode Hall, Toronto, and was called to the bar in 1894 and enrolled as a solicitor of the High Court of Justice (Ontario). Entering the University of Toronto, he took the course in Political Science and Law and received the degree of LL.B. in 1897. From 1894 to 1897 Mr. Sims also attended lectures at Trinity University and received the degree of B.C.L. in 1896, being the gold medallist of the year.

Returning to Berlin, now Kitchener, he entered into partnership with the late Alex. Millar, K.C., with whom he had been articulated in 1889. This partnership continued until the death of Mr. Millar in 1918.

Mr. Sims was made a King's Counsel in 1921. For a number of years he acted as city solicitor and became well known as an authority on municipal law. He was the author of "Life Insurance Contracts in Canada" and served for many years as general counsel of the Mutual Life Assurance Company of Canada. Mr. Sims also served as director of the Waterloo Trust and Savings Company and of the Economical Fire Insurance Company. He was a past president of the Waterloo County Bar Association.

Mr. Sims always took an active interest in athletics and field sports, including football, bowling and curling.

His life hobby was landscape gardening. In 1920 he purchased "Chicopee" and built his residence there in 1929. Well known as a tree culturist he devoted many years to beautifying the grounds, doing much of the planting himself.

His first wife was the former Florence K. Roos, who predeceased him in 1939. He is survived by his widow, Gay Estell Sims, two sons, J. Kenneth Sims and William H. Sims, and one sister. Three grandchildren also survive.

Mr. Sims was a Rotarian, a member of Twin City Lodge, A.F. & A.M. In religion he was a Presbyterian, a member of St. Andrew's Church. In politics he was a Liberal.

#### EDMUND PUGSLEY

Edmund Pugsley, formerly a member of the Kitchener-Waterloo Collegiate staff passed away on November 17th, 1945, at Kitchener.

Deceased was born near Nanticoke, Haldimand County, Ontario, on October 20th, 1861, the son of the late Mr. and Mrs. Samuel Pugsley.

Following public school and two years of high school at Port Dover, Mr. Pugsley entered Victoria University, graduating in 1889 with honors in philosophy. He next attended the Training Institute in Hamilton and on graduation accepted a teaching position at Port Dover. After one year he became science master in the Paris High School. He remained here three years and then went to Port Rowan High School as principal.

Then followed attendance at the University of Toronto where he obtained specialist standing in natural science.

After teaching in Simcoe High School Mr. Pugsley returned to Port Rowan High School and then to Elora High School. His final change was to the Kitchener-Waterloo Collegiate staff.

Mr. Pugsley was married in 1896 to Janet Maude Lever at Simcoe, who predeceased him in 1935. Mr. Pugsley resigned from the Collegiate staff in 1936 and lived in retirement thereafter.

Mr. Pugsley was a member of First Church of Christ Scientist. He is survived by one son, Hugh, of Pittsburgh, Pa., and one grandchild.

#### FREDERICK WILLIAM SHEPPARD

Frederick William Sheppard passed away in Toronto on September 13th, 1945. He was born in England and came to Canada as a child. His family moved to this city when he was a boy and he received his schooling in Kitchener.

He entered upon a teacher's career and served on the staff of the Central School, now Suddaby School, Kitchener. He advanced himself professionally by private study and about 1884 took a position on the staff of the Berlin High School until 1904. At that time he was appointed a Public School Inspector. Until 1913 he was assistant to Inspector Thomas Pearce. The inspectorate was then divided and Mr. Sheppard was appointed inspector of North Waterloo. He continued in this work until 1927, when he retired.

While Mr. Sheppard's whole life was built around the teaching profession he was in his earlier years active in sports, particularly soccer. He went to England one year and also played in the United States at St. Louis.

Mr. Sheppard was a member of Trinity United Church, Kitchener, and for a time served on the board.

On the death of Mrs. Sheppard, the former Elizabeth Hunt, in 1935, Mr. Sheppard moved to Toronto to the home of his daughter, Mrs. F. E. McNinch.

In addition to his daughter Mr. Sheppard is survived by one son, John R. Sheppard of New York City. There are six grandchildren.

#### WILLIAM WYLIE WILKINSON

William Wylie Wilkinson passed away April 9th, 1945, in Galt after a long and useful life. Mr. Wilkinson was born in Galt in 1867, the son of the late Robert Wilkinson. He was educated in the local public schools and in the Galt Collegiate Institute. As a young man he entered the drygoods firm of Wilkinson and Mickleborough, later taken over by his father. Upon his father's retirement, Mr. Wilkinson assumed control of the business until his own retirement in 1929.

For many years he had been a prominent merchant and was active in many community projects. As a business man he played an important part in the development of Galt as an attractive retail centre.

In his time he sat on the old public school board and also on the Collegiate Institute board. He served on the City Council from 1930 to 1934.

He was president of the first Galt Chamber of Commerce and a director of the Gore District Mutual for several years. He took an active part in the building of the Y.M.C.A. and headed the Patriotic Fund Committee during the First Great War.

In earlier years Mr. Wilkinson took an active interest in soccer, baseball and hockey. He was an enthusiastic curler.

A devout churchman, he was a lifelong member of Knox Presbyterian Church, serving also as chairman of the board of managers.

Mr. Wilkinson is survived by his wife, formerly Jessie Hood, a son, R. Wylie of Rochester, N.Y., and a daughter, Mrs. A. Reid Oliver of Galt.

