TWENTY-FIRST ANNUAL HISTORICAL WALKING TOUR

Sunday, June 28, 2015

Adventurers & Explorers

Credit: Albert Peter Low / Geological Survey of Canada /Library and Archives Canada / PA-038265 / MIKAN 3194504

History Told, Lives Celebrated

The Beechwood Cemetery Foundation presents:

Adventurers & Explorers

The men and women profiled in this booklet are being recognized for their bravery and curiosity, be it in pursuit of knowledge for their country or personal exploration. They embody the spirit of adventure, though we're sure some of them would have only claimed to be doing their job and duty.

More notable people buried at Beechwood can be found in our Historical Portraits booklet, available both on our website and in hard copy at our main office. We welcome any suggestions you may have for additional people we can include there (adventurers, explorers and otherwise), and we're also al-

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On the front page: Hoisting flag at Cape Herschel, Ellesmere Island, N.W.T. [now

Alan Thomas Belcher

Section 21, Range 25 PC 109

Alan Thomas Belcher was, quite literally, born to serve in the Royal Canadian Mounted Police. He arrived in the world on 8 March 1903 at the Calgary Division H.Q. of the R.C.M.P. where his father, later Deputy Commissioner T. S. Belcher, was stationed as a Sergeant Major.

Belcher joined the RCMP at the age of 16 in 1920, serving as a trumpeter. In 1925, as soon as he was old enough to enlist as a regular member, he did so, and attained his lifelong dream of being posted to the high Arctic. Belcher was made an inspector in 1931, before becoming the officer in charge of the Great Slave District. He continued to have a deep affinity for the region even after his advancing rank precluded further service in the Far North. Belcher was held in high esteem not only by his fellow RCMP members, but also by the native Inuit and non-native trappers and traders who lived in the Arctic. His regular dog-sled patrols were arduous, but made to seem routine as a result of his knowledge, skill and thoroughness.

An incident during Belcher's northern service contributed a place-name in the Dease Strait when the ship *Ptarmigan* under his command suffered an engine failure during a storm. As the boat went ashore, an Eskimo woman passenger gave birth to a child, and although the vessel could not be salvaged, the mother and child were. The point of land where this incident occurred is now known as Ptarmigan Point.

In 1936, Belcher was given command of the RCMP Musical Ride, and by 1950 he was as an Assistant Commissioner, in command of all provincial detachments. In 1954, he was appointed to the position of deputy commissioner, which he held until his retirement in 1956. After, Belcher became executive director of the Arctic Institute of North America and served until 1960.

Belcher was known throughout the RCMP as a strict disciplinarian, but was respected and loved for his gift of understanding the viewpoints of others, even when he might not share their opinions. His long service in such a demanding and difficult region, combined with strength of character produced an officer and individual of exceptional calibre. Alan Belcher died in Ottawa on October 14, 1966.

Frederick Newton Gisborne

Section 41, Lot 107 E

Credit: Canadian Illustrated News, vol.VIII, no. 7, 101

Born in Broughton, Lancashire, England on March 8, 1824, Frederic Gisborne was born into one of the oldest and most honoured families in England, tracing its line back to Saxon origins. Gisborne was privately educated by various tutors in mathematics, civil engineering, botany and various other topics. At the age of 18, he began a three and a half year journey travelling the world, visiting islands in the Atlantic Ocean, Australia, New Zealand and various islands in the South Pacific. He then travelled throughout Central America before returning to England briefly.

After his travels, Gisborne came to Canada in 1845 with his younger brother, Hartley. The two initially bought a farm, which they tried working until 1847. Finding this work uncongenial, the brothers became interested in the new communications invention: the telegraph. They enrolled in a course in telegraphy offered in Montreal, and the elder Gisborne passed first in every branch of the course and was offered his choice of posts with the Montreal Telegraph Company, which by August 1847 had completed a line from Montreal to Toronto and was building one to Quebec. Not long after, having met several leaders in the field, Gisborne left the Montreal Telegraph Company to act as superintendent of the British North America Electric Telegraph Association (BNAETA) in November of 1847.

In this new role, Gisborne travelled to the Maritimes to convince the provincial governments there to become involved in the creation of telegraph line from Nova Scotia to Quebec. The government of Nova Scotia requested he supervise the creation of a line from Halifax to Amherst, in the position of superintendent and chief operator of the Nova Scotia government telegraph lines. Gisborne accepted this, and began working on the line in 1849. During this time, he began experimenting with the laying of undersea telegraph cables, keeping abreast of similar work taking place in England. In 1850, Gisborne travelled to Newfoundland to gain support for his plan to connect the island with Nova Scotia, during which time he also successfully built a land line from St John's to Harbour Grace and Carbonear. After returning to Nova Scotia and completing the telegraph line in there 1851, Gisborne immediately proposed not only an ocean telegraphic cable connecting Newfoundland with Nova Scotia, but also a submarine cable between Newfoundland

and Ireland. The government of Nova Scotia was unimpressed with this ambitious plan, and refused Gisborne leave to seek capital for his project.

Not long after, Gisborne returned to Newfoundland where he persuaded the provincial government to incorporate the Newfoundland Electric Telegraph Company, for the purpose of surveying a line from St John's to Cape Ray, to connect with Cape Breton via carrier pigeons, steamer, and eventually, Gisborne hoped, a submarine cable. This endeavour was deeply arduous – Gisborne's contracted men all deserted him 100 miles into the trek, and of the four the Aboriginal men who replaced them, one died, two more deserted and the final, who remained with Gisborne, suffered ill health for the rest of his life as a result. The survey took from September 1 until December 4.

Only weeks after his return, Gisborne was off to New York and later London, seeking investors. With the money he gained, he was able to persuade the Newfoundland legislature to approve an act terminating the Newfoundland Electric Telegraph Company and incorporating a new company of the same name with capital from his investors – in doing so, Gisborne secured exclusive rights to telegraph construction in Newfoundland for 30 years. At the same time, to counter the exorbitant prices set by the government of Nova Scotia for the use of its lines in any Newfoundland–mainland connection, Gisborne planned an undersea cable between Prince Edward Island and New Brunswick. The cable was laid by November 1852, using machinery and technology largely devised by Gisborne himself. It was the first submarine cable in North America.

During the early 1850s, Gisborne struggled to find investors for his undersea cable connecting Newfoundland and Ireland. He suffered many setbacks, and narrowly avoided imprisonment and bankruptcy, thanks only to the intervention of highly placed friends. He eventually gave up on his various schemes and instead focused on the discovery and development of mineral deposits in Newfoundland and the Maritime provinces during the late 1850s and early 1860s.

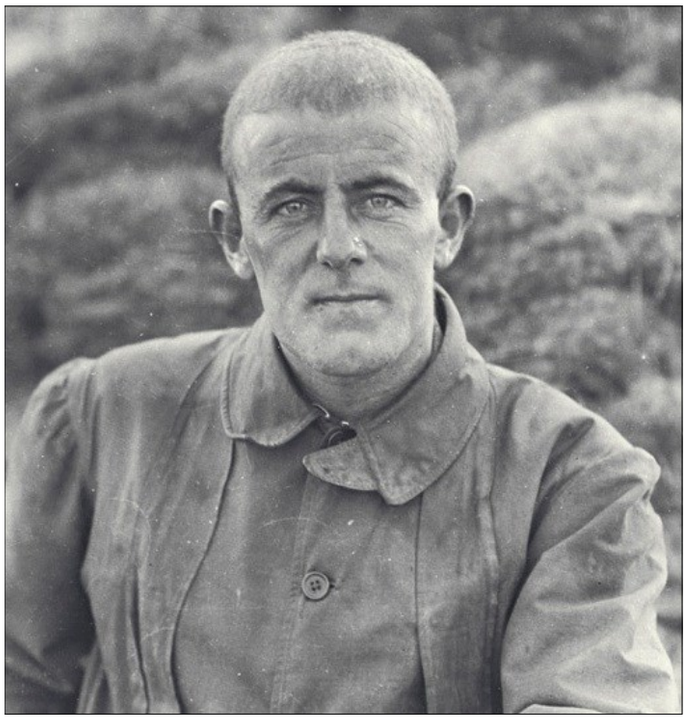
Eventually, Gisborne was again wiped out financially after investing heavily in coal and gold mining in Nova Scotia. The Canadian Government jumped at the chance to acquire his expertise, and in 1879 he was appointed superintendent of the Canadian government telegraph service. Despite finally having a relatively stable career, Gisborne still had a taste for adventure. In 1885, he accompanied the expeditionary force sent to the North-West rebellion. While superintendent of the telegraph service, he also planned and built a cable line connecting stations along the Gulf of St Lawrence, to be used for transmitting information on fisheries, weather, and marine disasters as well as the usual messages. He also lectured and wrote newspaper articles on a variety of subjects, and at the time of his death in 1892, he was planning a transpacific cable.

Among Gisborne's numerous inventions were an anti-induction ocean cable, electric and pneumatic ship signals, an anticorrosive composition for the bottoms of iron ships, and an electric recording target. He was a regular exhibitor at the Royal Society while living in London, and won nine medals for his inventions.

A man of great originality and outstanding scientific skill, Gisborne died in Ottawa on August 30, 1892.

Diamond Jenness

Section 17, Lot 69 TG 1



Credit: Canadian Museum of Civilization, 51236

Born in Wellington, New Zealand on February 10, 1886, Diamond Jenness attended Victoria University College, Balliol College and then Oxford, where he received a diploma in anthropology in 1911. He completed a year of fieldwork studying a little-known aboriginal group on the d'Entrecasteaux Islands in eastern Papua New Guinea, from 1911 to 1912, before travelling to Victoria, British Columbia in 1913 at the behest of the Canadian government: Jenness had been invited to join the Stefansson Canadian Arctic Expedition. In June of that year, the *Karluk*, one of three ships involved in the expedition, left port, sailing toward the Bering Strait before heading on to the Beaufort Sea.

As with many other Arctic expeditions at the time, the trip was not without risk. In the fall of 1913 the ship became locked in ice before being crushed at Wrangel Island. Thirteen crew members perished – Jenness was fortunate to have not been on board at the time, having left to take part in a caribou hunt for the crew.

Their ship gone, the remaining crew and expedition members travelled to Barrow, Alaska where they met up the two other vessels involved in the expedition. Jenness spent the winter at Harrison Bay, Alaska, learning the Inuit language. He also spent his time gathering information about Western Inuit customs and folklore. In 1914, he finally was able to start the work the expedition had originally intended to complete: to study the Copper Eskimos of Victoria Island. This group of people had very little contact with Europeans, and Jenness was in charge of recording the aboriginal way of life in this area.

Jenness spent two years with the Copper Inuit people, where he lived as an adopted son of a hunter named Ikpukhuak and his shaman wife Higalik. During his time with them, Jenness hunted and travelled with his adoptive family. This approach of living amongst the group he was studying was neither common nor popular at the time. Because of this novel approach, Jenness was able to record hundreds of drum dance songs, poems, legends, and stories of “The Copper Inuit of Coronation Gulf” on wax phonographic cylinders. His work has subsequently been recognized as some of the most comprehensive description of a single Eskimo tribe ever written.

Jenness stayed with the expedition until 1916, when he left to join the Canadian Field Artillery during the First World War. After returning to Canada, in 1926, Jenness

succeeded Canada's first Chief Anthropologist (Dr. Edward Sapir) as Chief of Anthropology at the National Museum of Canada. Jenness held this position until his retirement in 1948, during which time he represented Canada at various international conferences and served as president of the Society for American Archaeology in 1937 and the American Anthropological Association in 1939. He also developed the antiquities legislation vital to the protection of archaeological resources in the NWT.

During World War II, eager to assist in the war effort, Jenness served as deputy director of intelligence for the RCAF in 1940, and as chief of the Inter-Service Topographical Section of the Department of National Defence. He was also instrumental in organizing the Geographical Bureau from this section and served as its director until 1947. Still, Jenness remained dedicated to his work at the Museum. He continually worked to expand the National Museum's exhibits, anthropological collections, and reputation, as well as to improve the recognition, understanding, and living conditions of Canada's native peoples.

Between 1920 and 1970, Jenness authored more than 100 works on Canada's Inuit and First Nations people. These included his government report, *Life of the Copper Eskimos* (1922), a popular account of his years spent with the Copper Inuit, titled *The People of the Twilight* (1928), his definitive work, *The Indians of Canada* (first published 1932 and now in its seventh edition) and finally, four scholarly reports on Eskimo Administration in Alaska, Canada, Labrador, and Greenland, plus a fifth report providing an analysis and overview of the four government systems (published between 1962 and 1968). Jenness also published a popular account of the year he spent among the Inupiat of Northern Alaska, *Dawn in Arctic Alaska* (published 1957 and 1985).

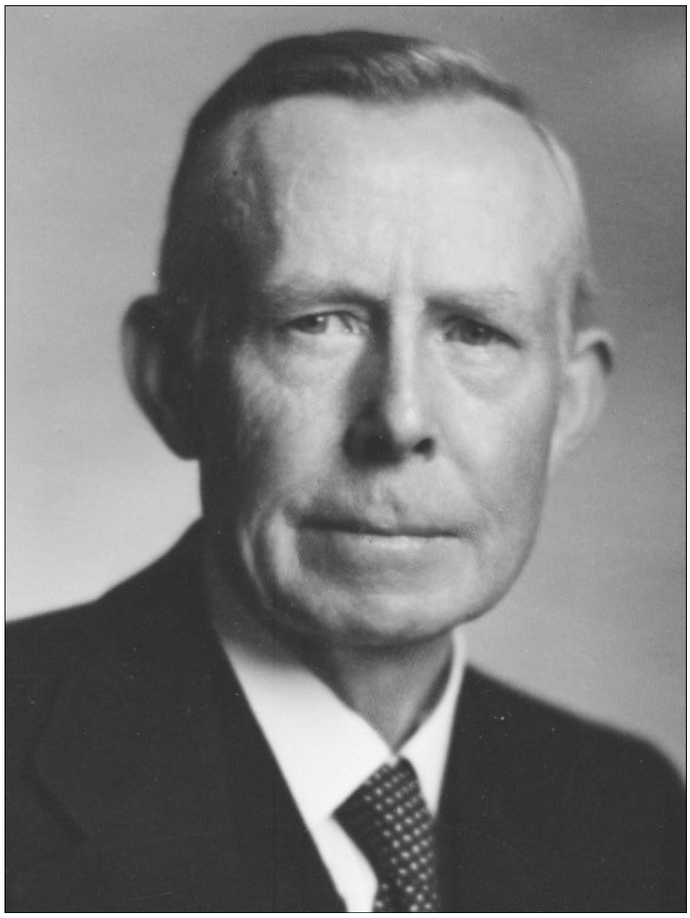
Jenness also discovered and named two prehistoric Inuit cultures: the Dorset culture in Canada and the Old Bering Sea culture in Alaska. His discoveries were fundamental in explaining migration patterns – his views on the migration patterns were considered radical at the time because there was no Carbon-14 dating present.

Jenness received a number of awards, medals and honorary degrees through the course of his lifetime. In 1953, he was awarded a Guggenheim Fellowship, and in 1962, he received the Massey Medal from the Royal Canadian Geographical Society. In 1968, Jenness was made a Companion of the Order of Canada, and between 1935 and 1968 he was awarded five honorary doctorate degrees. In 1973, four years after his death, the Canadian government designated Jenness a Person of National Historic Significance, and in 1978, the Canadian Government named the middle peninsula on the west coast of Victoria Island for him. Finally, in 2004, Jenness' name was used for a rock examined by the Mars exploration rover Opportunity.

Diamond Jenness, Canada's most distinguished anthropologist, passed away at his home in the Gatineau Hills near Ottawa on November 29, 1969.

Edward Martin Kindle

Section 41, Lot 10 NW



Credit: Yousuf Karsh /

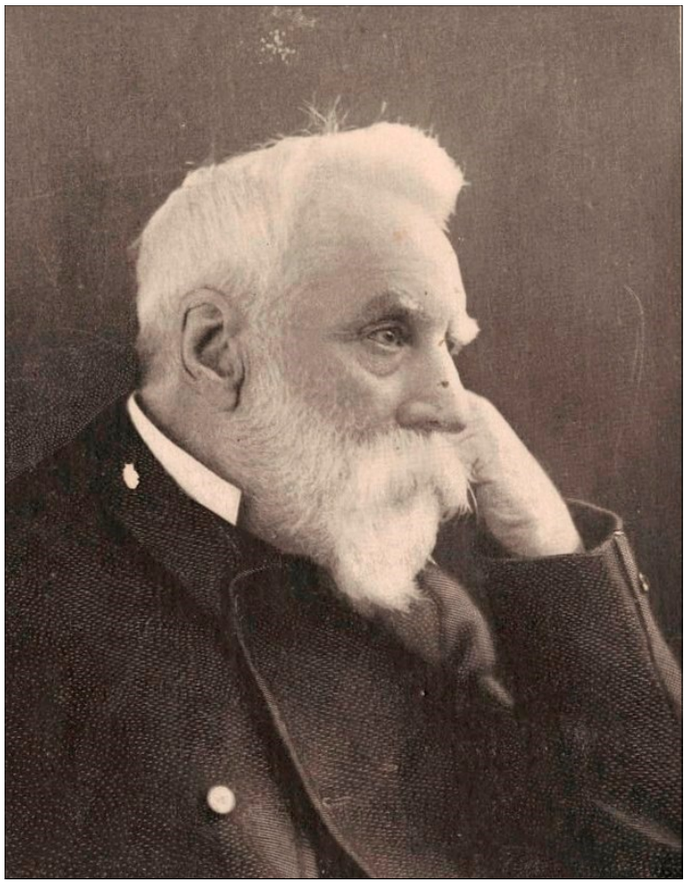
Born in Franklin, Indiana, on March 10, 1869, Edward Martin Kindle was a well–known palaeontologist and geologist. He received degrees from the University of Indiana, Cornell University and Yale University. He served on the staff of the Indiana Geological Survey and the United States Geological Survey.

In 1912, he was invited to join the Canadian Geological Survey as an invertebrate palaeontologist. In 1918, he became chief of the division of palaeontology in the Canadian Geological Survey, a position he held until 1938. During his tenure, Kindle carried out extensive excavations all along the sub–Arctic of the western hemisphere from Alaska to Labrador. His early work focused on the Palaeozoic fossils of north-central United States, Greenland, Alaska and northern Canada. Later, he made pioneering observations and experiments on the origin and significance of sedimentary deposits. Kindle wrote extensively on the resources and development of the North American Subarctic, and discovered a number of Devonian fossils. In his time as chief of the palaeontology division, research and museum displays dedicated to palaeontology at the Geological Survey were greatly expanded. In 1920, Kindle was elected to the Royal Society of Canada.

Kindle died in Ottawa on August 29, 1940.

William Kingsford

Section 41, Lot 55 SE



Credit: William Notman/

William Kingsford was born on December 23, 1819 in London, England. He was educated in Camberwell, and was apprenticed to an architect at a young age. Not finding the work amenable, at the age of 16 Kingsford enlisted with 1st Dragoon Guards in March of 1837. The Guards left England shortly after, and Kingsford with them, travelling to Canada to reinforce military units in Lower Canada in the wake of the 1837 rebellion. He was made a sergeant, and in 1840, thanks to his friends back in England, he obtained his discharge, despite an offer by Sir George Cathcart, colonel of the regiment, to procure a commission for him.

After leaving military service, Kingsford found employment in Montreal as a surveyor, his army training having given him rudimentary training in the work. He eventually received his qualifications as a civil engineer in Lower Canada 1844 and became Montreal's deputy surveyor. Showing his characteristic restlessness, after only three years Kingsford left his position and became part owner and joint editor, of the *Montreal Times*. Within two years the paper had failed, and Kingsford returned to surveying, taking on a series of temporary assignments across Lower Canada with the Public Works Department.

In 1849, after completing a survey for the Lachine Canal, Kingsford left Canada to work on the construction of the Hudson River Railroad in New York State and the laying out of streets in Brooklyn. In 1851, a similar project took him to Panama, where he worked on building the Panama Canal Railway. Kingsford returned to Canada in 1852, finding work as an engineer for the eastern division of the proposed Montreal and Kingston Railway. He surveyed his way from Montreal to Cornwall, and went on to work on the line between Montreal and Bytown after the railway was bought up by the Grand Trunk Railway. Kingsford also worked in laying down the lines of the iconic Victoria Bridge in Montreal in 1854

In 1855, Kingsford accepted the position of chief engineer for the City of Toronto in 1855. But after only a few months, he resigned to instead re-enter the service of the Grand Trunk Railway, where he was made superintendent. During his tenure with the Grand Trunk, Kingsford surveyed the tracks from Montreal to Vaudreuil in Quebec, from

Montreal to Cornwall, Ontario and from Brockville to Rideau. He also earned a reputation as a fair and conscientious employer, and proudly claimed in 1861 that on his watch, “not a single accident happened by defect of tracks or neglect of organization.” This record, combined with his ability to speak French, German, Italian and Spanish, led to Kingsford being offered a position with a British firm, which hired him to examine various projects in England and Italy

Kingsford returned to Canada in 1862 where he continued to act a consultant on various engineering projects, followed by involvement in the construction of the Canadian Pacific Railway. He worked on the enlargement of the Grenville Canal and the draining of Russell, Ontario, before moving to Ottawa. When the Mackenzie government came into power in 1872, Kingsford was appointed dominion engineer in charge of the harbours of the Great Lakes and the St. Lawrence River. He continued in this post until 1879, when he was dismissed as a result of concerns over his political sympathies.

Throughout his career, Kingsford made many contributions to literature with articles submitted to periodicals on a variety of subjects. He kept his hand in journalism, while also writing technical books on roads, canals and other subjects. At age 60, he began writing a history of Canada which consisted of ten volumes, the last completed shortly before his death. In 1887, he was among the founding members of the Canadian Society of Civil Engineers. His contributions to his fields were recognized by his election to the Royal Society of Canada and by the awarding of honorary doctorates by two universities. Kingsford died September 29, 1898.

Otto Julius Klotz

Section 41, Lot 55 NE

Photo credit: William James Topley/

Born in Preston, Canada West on March 31, 1852, Otto Klotz received his early education at Galt Grammar School, and in 1869 entered the University of Toronto on a scholarship. He was dissatisfied with its training in science, though, so he transferred in 1870 to the University of Michigan in Ann Arbor. While there, he studied with astronomer James Craig Watson. Klotz graduated in 1872 with a degree in civil engineering, and returned to Preston to work as a surveyor. He quickly obtained his qualifications as a dominion land surveyor and in 1877, the more coveted designation of dominion topographical surveyor.

Klotz joined the Department of the Interior in 1879 as a contract surveyor. His first

assignments were on the prairies, and in 1884 he was tasked with leading an expedition to search for possible ports on Hudson Bay which could serve as a railway terminus. In the course of executing this task, he explored the Saskatchewan and Nelson rivers to Hudson Bay, making a canoe trip of some 2,000 miles. In 1885, he began surveying parts of the Canadian Pacific Railway through British Columbia, a task requiring astronomical observations for latitude and longitude to successfully link these surveys to the prairie grid. This trip necessitated his becoming the first man to descend the whole length of the Nelson River.

In 1889, the government sent Klotz to Alaska to investigate the supposed American encroachment onto British territory. However, Klotz supported the American claim, and in doing so, lost out on a nomination to the International Boundary Commission in 1892. The position instead went to William Frederick King, who went on to be named chief astronomer by the Canadian government.

Klotz was still well respected, and after King's appointment the Canadian government requested that Klotz move to Ottawa and supervise a small observatory King had established there. Klotz, who had continued to live in Preston during the winter (when he wasn't out doing fieldwork) agreed, and moved to Ottawa formally in 1892. He still continued to do fieldwork, though. In 1893-94, Klotz surveyed the area of the Unuk River and the Bradfield Canal in the Alaska panhandle.

In 1896, Klotz formally entered the civil service as a chief clerk and astronomer, where he worked closely with King in organizing the Dominion Observatory in the late 1890s. While it was being constructed, Klotz travelled to the South Pacific from 1903 to 1904 to determine the longitudes of points along the All Red Line (the informal name for the system of electrical telegraphs that linked much of the British Empire), which connected Vancouver with Australia and New Zealand. When he returned to Canada, the observatory was nearly ready.

When King died in 1916, strong anti-German feeling in the midst of war prevented Klotz from receiving his position as chief astronomer. Instead, both the Dominion observatory and the Geodetic Survey of Canada were led by King's former, non-scientist secretary, Wilbert Simpson, for nearly a year and a half. Unhappy with this, in 1917 the entire scientific staff of the department signed a memorandum to the interior minister in support of Klotz, whose was subsequently appointed chief astronomer that September.

In 1922, Canada joined the new International Geodetic and Geophysical Union and the International Astronomical Union. Klotz attended the first meetings of both organizations in Rome as one of Canada's official representatives. During his last year in office, heart trouble curtailed his ability to work.

Klotz was a strong personality, and had a high opinion of himself and did not suffer fools gladly. Musical interests helped fill his spare time. He was very dedicated to his work, and was the first president of the Association of Dominion Land Surveyors (1882-86) and was prominent in the formation of the surveyors' associations of Manitoba and Ontario. Klotz also served as president of the Association of Mechanics' Institutes of Ontario in 1884-85.

Klotz is also considered the founder of the Carnegie Library, and served as president of both the Canadian Club and the Ottawa Literary and Scientific Society. He was a fellow of the Royal Society of Canada, the American Association for the Advancement of Science, and the Royal Astronomical Society in England, and served as was president of the Royal Astronomical

Society of Canada in 1908, vice-president of the American Astronomical Society in 1920 and president of the Seismological Society of America, also in 1920. Klotz received honorary LLDs from the University of Toronto in 1904 and the University of Pittsburgh in 1916, along with a D.Sc. from the University of Michigan in 1913. In addition to his official reports, Klotz authored nearly 100 papers and was a gifted speaker on scientific matters. According to his obituary in the *Ottawa Citizen*, "His public lectures had a breeziness and charm that put him in instant touch with his audiences."

Klotz died in Ottawa on December 31, 1923.

Albert Peter Low

Section 48, Lot 14 NW

Credit: Natural Resources Canada,

Albert Peter Low, born in Montreal on May 24, 1861 and educated at McGill University, led a life that legends are made of. The majority of his career was spent as a geologist working for the Geological Survey of Canada (GSC), during which time he explored and mapped more than 12,000 km of harsh terrain in the wilds of Labrador and northern Quebec in the late 1800s.

Before he made his mark as an explorer and surveyor, Low was an exemplary athlete. He played for two famous ice hockey teams, the McGill Hockey Club, considered the first organized hockey club in the world, and the Ottawa Hockey Club. In 1883, he played goaltender for the victorious McGill Hockey Club at the Montreal Winter Carnival tournament, and in 1884 his efforts as goaltender led to a shutout win for the Ottawa Hockey Club against McGill. He also appears in the earliest known photograph of a hockey team, which was of the McGill University Club of 1881.

As a young intern for the GSC, Low and his crew covered more than 8,000 km of wilderness, including nearly 5,000 by canoe and 1,500 on foot. One of the first recorded instances of his strength of character happened in 1884, in the dead of winter on the shores of Lake Mistassini in northern

Quebec. Low and a provincial official had become embroiled in a heated dispute over who was leading the survey expedition. Fed up, on February 2nd Low set out, travelling by foot and by dog sled through almost 500 km of empty, frozen terrain to reach Quebec City. There he caught a train to Ottawa, arriving on at the capital on March 2nd. He was back at the Lake Mistassini camp by the end of April, with a letter granting him full authority for the expedition. He was only 23 years old.

Low explored much of northern Quebec, and was responsible for the mapping of Quebec's Grande River, which later became part of the James Bay hydroelectric project in the 1970s. He was also tasked with the difficult and important job of studying the Labrador Peninsula in 1894 and 1895. The vast area was discovered to contain huge iron ore deposits, leading to the later development of mines in the area. Low's work helped to define the Quebec-Labrador border. Subsequently, in 1897, he participated in a government expedition to Hudson Bay, and was in charge of exploring the Labrador side of Hudson Strait between Baffin Island and the continent.

In 1901, Low retired from the public service and for a few years made a brief foray into private business, mining for iron on Hudson Bay. But it wasn't long before he was offered the chance to lead a 15-month government expedition to Hudson Bay and the Eastern Arctic Islands in 1903 and 1904. Low, still an explorer to the core, accepted. The expedition was scientific, but it was also the first clear show of the Canadian government's authority through the newly-acquired northern lands. The party travelled on the *Neptune*, a Newfoundland sealing ship repurposed for their voyage.

The expedition included scientific staff, members of the Royal North West Mounted Police and Geraldine Moodie (1854-1945), professional photographer, grand-daughter of the author Susanna Moodie (*Roughing in the Bush,* Ottawa, 1852) and wife of one of the RNWMP's officers. After surveying the west coast of Hudson Bay, the expedition sailed the Ellesmere Island in the summer of 1904 and took formal possession of it for Canada. The flag was also raised on Beechey and Somerset islands before the *Neptune* returned to Halifax, having covered a distance of 3,200 km.

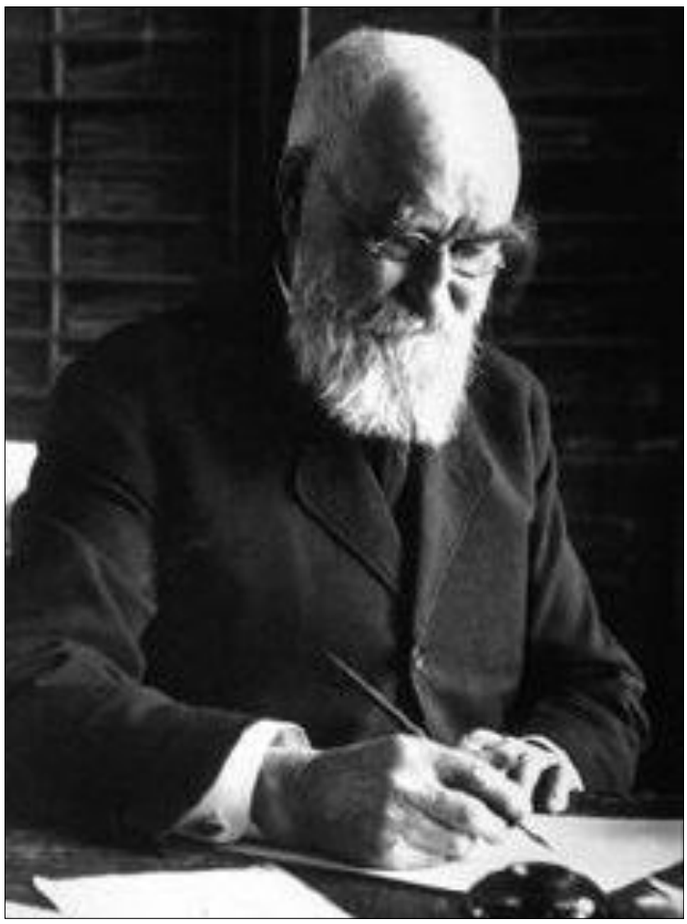
Low's numerous reports, sketches and maps are still considered today as models of clarity, detail and accuracy. And his hundreds of expedition photographs of the geography and people he encountered are an invaluable record of northern Canada history. In 1906, Low published *The Cruise of the Neptune,* a treasure house of information and photographs of the Arctic peoples and the new scientific knowledge the crew gathered about the area's geography, weather, plants and animals. In 1905, he was elected a fellow of the Geological Society of America.

In 1906, Low was appointed Director of the GSC and then Deputy Minister of the Department of Mines in 1907. A severe illness forced him into retirement from the civil service in 1913.

Low passed away on October 9, 1942.

John Macoun

Section 39, Lot 73 S



Credit: The Canadian Museum of Nature

Born in Ireland on April 17, 1831, John Macoun was the son of a soldier who died when John was six years old. Educated in a parochial school, he obtained employment as a clerk. In 1850, the family left Ireland for Upper Canada, settling on a farm near that of John's uncle. Six years later, Macoun became a school teacher and taught at several country schools before attending Normal School in Toronto and obtaining a position at Belleville, Ontario, in 1860.

An intense boyhood interest in natural history remained with Macoun when he came to Canada and he continued his studies of botany, including his practice of studying plant life in the field. His correspondence with expert botanists revealed to them his great knowledge of the subject. As a result, in 1868 he was appointed professor of natural history at Belleville's Albert College.

While in the Georgian Bay area on one of his field trips, Macoun meet Sir Sandford Fleming, who was surveying possible routes for a railway that would cross Canada. Fleming invited Macoun to participate in the surveys with a view to assessing various terrains for their suitability for agriculture. Macoun's subsequent work with Fleming came to the attention of the director of the Geological Survey of Canada who offered Macoun a similar position with the Survey. In 1875, Macoun was the botanist of a Geological Survey expedition that explored the Peace River and the Rockies and from 1879 to 1881 he explored the prairie regions. Following a later survey of the Yukon Territory he predicted that even in such northern latitudes farming would be possible.

Like other explorers of the Geological Survey, Macoun was an avid collector of specimens and the need for storage and display areas for the Survey's collections led in 1911 to the construction in Ottawa of the Victoria Memorial Museum, now the Museum of Nature. From his collections of plants and his field notes Macoun prepared a seven-part catalogue of Canadian plants, published from 1883 to 1902. From his bird collections and field notes came a three-part catalogue of Canadian birds, published 1900–1904.

A fine lecturer, Macoun held the interest of his audiences through a combination of vast knowledge, oratorical skills and a keen sense

of humour. He was a popular speaker at meetings of the Ottawa Literary and Scientific Society, and he was one of the founders of the Ottawa Filed-Naturalists' Club, serving for a time as its president. He became a charter member of the Royal Society of Canada when it was established in 1882.

On retirement from the Geological Survey in 1912 at age 81, Macoun and his wife moved from Ottawa to British Columbia, where the mild climate allowed him to continue his field work. Although suffering from partial paralysis that required him to learn to write with his left hand, he continued to record his discoveries.

When John Macoun died in 1920, he was buried in the cemetery at Patricia Bay, British Columbia, where his wife had been buried. However, in 1922 they were removed to Beechwood for burial near their son James Melville Macoun, who had worked for the Geological Survey as an assistant to his father.

When John Macoun came to Canada in 1850, he entered a vast and largely unmapped land whose resources were largely unknown. As a member of Canada's first scientific agency, he earned the title “the enthusiastic explorer of unknown Canada” and his discoveries revealed much of the nature of Canada's plant and animal life. Beechwood Cemetery's Macoun Marsh is named for him. Canada’s foremost field naturalist, Macoun passed away on July 18, 1920.

Charles William Mitchell

Section 35, Lot 13 S

Charles William Mitchell was born in Gibraltar on October 8, 1843, son of William Mitchell (a sergeant with the 79th Highlanders) and Agnes Reid. The family settled in London, Canada West in 1849, where Charles entered the printing trade. He moved to Michigan about 1860 and at the outbreak of the Civil War, he enlisted with the 2nd Michigan Volunteer Infantry Regiment and took part in many of the early battles of the war. He was wounded in 1862 and took his discharge, but in a bizarre twist, returned to his trade in the Confederacy.

Restless and seeking adventure, Mitchell left the South and took passage on a New England whaler in December 1863 and travelled throughout the southern hemisphere. He returned to England about a year later and to Canada in 1865. Four years later, he established the *Ottawa Free Press* newspaper and was sole proprietor until 1903 when it was purchased by the owners of the *Ottawa Journal*.

One can only imagine the stories he told his sons about the Civil War. His eldest, Charles junior, served with the United States Army in the 1890s and volunteered with the Canadian Expeditionary Force (CEF) in July 1916. He survived the war and is buried in the family plot. Son Edgar also served with the CEF, and Mitchell’s youngest son, Victor, served with the 27th Division, US Army in the First World War, and was killed in action in France in September 1918. And the tradition of service in the family continued – grandson Beverley Mitchell (d. 1973) served as a Captain with the Governor General’s Foot Guards.

In spite of his adventurous youth, Mitchell shunned publicity of any kind although he was reputed to be one of the largest property owners in the city at the time of his death on January 10, 1927.

Diane Stuemer

Section 110, Range 13, Grave 15

Born in Sarnia in 1960, Diane Stuemer's family moved to Calgary when she was still an infant. She grew up in the city, meeting her future husband Herbert at age 17 while working as an usherette for the Calgary Stampede. When she decided to move to Ottawa to attend Carleton University's journalism program, Herbert followed her.

By 1994, Diane was the co-owner of a successful advertising business, living a normal suburban life with her husband and three children. But everything changed after her husband, Herbert, had a serious accident, and Diane herself was diagnosed with malignant melanoma, a potentially fatal skin cancer. Soon the couple embarked on a re-evaluation of their priorities and a search for a way to live life more fully. In 1997, they sold their business, rented out their home, took their three sons, then aged 5, 9 and 11 out of school, and set out on an ambitious four-year plan to navigate around the world by sailboat. Their entire sailing experience at the time consisted of six afternoons of sailing on the Ottawa River on a 23-foot boat. When they departed Ottawa in September of 1997, the Stuemers had never even once sailed *Northern Magic*, the 42-foot, 39-year-old steel ketch they had purchased and refitted for the world-circling voyage.

As they learned how to sail and cope with life at sea on a cramped and tiny boat, they overcame many obstacles – including two deadly storms in which other boats and lives were lost, a close encounter with waterspout, a lightning strike, an arrest at gunpoint, surgery in Sri Lanka, pirates, the terrorist bombing of an American naval destroyer in Yemen, dysentery in Sudan, and a difficult crossing of the stormy North Atlantic. Yet at the same time they found new closeness as a family and a profound realization about their role in the world.

During the voyage, Diane wrote weekly dispatches for the *Ottawa Citizen* newspaper, generating more response from the public than any series in the paper's history. When the Stuemers began getting involved with local people – finding a teacher for a small island in the South Pacific, helping volunteer veterinarians care for endangered orangutans in Borneo, and providing school fees for poor African village children – readers from all over North America began to participate as well.

By the time the family returned to Ottawa, in August of 2001, more than 3,000 people lined the shores of the Ottawa River to

welcome them home. After their return, Diane and her husband, Herbert, remained passionate about carrying home the message of how ordinary people can achieve great dreams and make a difference in the world. They continued to stay involved with and raise funds for two projects in Indonesia and Kenya, the Friends of The National Parks Foundation and the Bonface and Hamisi Project respectively. The former is dedicated to preserving Indonesia's wilderness and national parks, and the latter provides funding for Kenyan children to attend school.

Diane wrote a book about the family's adventures, titled *The Voyage of the Northern Magic*, soon to be published by McClelland and Stewart and excerpted in Reader's Digest The family was featured on national TV and radio many times, and was the subject of a TV documentary.

In late 2002, Diane's cancer made her increasingly ill, and she succumbed to the disease on March 15, 2003.

Percy Algernon Taverner

Section 50, Lot 63 NE

Percy Algernon Taverner was a Canadian ornithologist and architect. He was born Percy Algernon Fowler in Guelph, Ontario, on June 10, 1875 to stage actress Ida Van Cortland, and when his parents separated and his mother remarried, he took on his stepfather's surname.

Taverner was keenly interested in birds from an early age. He first earned a living as an architectural draughtsman, later designing buildings in Chicago, Detroit and Ottawa, including homes on Rosedale and Leonard Avenues in Ottawa. Taverner studied birds in his spare time, and eventually became such an authority on Canadian birds that, in 1910, he was appointed as an ornithologist to the staff of the National Museum, now the Canadian Museum of Nature, in Ottawa. In that position, Taverner developed a unique system of distributional maps linked to card indexes on individual species containing up-to-date information on bird distribution in Canada. In 1917, he was elected a fellow of the American Ornithologists Union, and in 1935 he became a fellow of the Royal Society of Canada. On his retirement from the Museum in 1942, Taverner was made honorary curator of birds.

Taverner played an important part in Canadian ornithology and wildlife

conservation. He helped establish Point Pelee National Park in 1918 and a number of bird sanctuaries across Canada, including the Bonaventure Island and Percé Rock at Percé, Quebec, on the Gulf of St. Lawrence in 1919. His ornithological writings saw the publishing of *Birds of Eastern Canada* (1919), *Birds of Western Canada* (1926) and culminated with *Birds of Canada* (1934). Comprehensive and readable, with colour illustrations, they did much to develop a better understanding of ornithology and make bird watching a popular recreation.

Taverner, in the early years of his service as ornithologist to the Museum of the Geological Survey of Canada, worked with the botanist John Macoun (1831-1920) until his retirement in 1912, and with his son James M. Macoun (1862-1920), until his death in 1920. James Melville Macoun was well known as one of the best informed botanists, not only throughout Canada but also in other countries. Relations with the latter, Taverner wrote, were “always intimate, cordial and helpful.” Both Macouns produced the *Catalogue of Canadian Birds* in 1909.

The Society of Canadian Ornithologists (SCO-SOC) administers the Taverner Awards offered to honour P. A. Taverner and to further his accomplishments in increasing the knowledge of Canadian birds through research, conservation, and public education. The Taverner Cup, a 24-hour bird-a-thon held in eastern Ontario and western Quebec, is named after him. The Timberline Sparrow, currently considered a sub-species of the Brewer's Sparrow, and a sub-species of the Canada Goose were given the name “taverneri” in his honour. Taverner also designed a unique birdhouse for Purple Martins which is still built by amateur ornithologists today.

Taverner died in Ottawa on May 9, 1947 and is buried in Beechwood near his mother, Canadian stage actress Ida Van Cortland (1855-1924).

William John Wintemberg

Section 30, PC 151

Credit: The Canadian Museum of Civilization

Born in New Dundee, Ontario, on May 18, 1876, William John Wintemberg came to Ottawa in 1912 to add his expertise in archaeology to the work of the country’s first scientific organization, the Geological Survey of Canada. Established in 1842 by the Province of Canada (the union of Upper and Lower Canada), the Geological Survey was created for the purpose of exploring the province for deposits of the ores and minerals necessary for industrial development, such as iron ore for iron-making. The importance of geology and geologists in such exploration accounts

for the Survey's name, but over time its scope of work was broadened to include many more fields of study, including anthropology. For almost three decades, Wintemberg worked at the GSC, studying Canada's first inhabitants by examining the remains of their long-abandoned settlements.

Wintemberg showed an interest in archaeology from a young age, but his first job was with a printing firm. His preferred occupation began when he obtained a position at the provincial museum in Toronto, as assistant to archaeologist Dr. David Boyle. By age 23 Wintemberg had excavated several Indian sites in Oxford and Waterloo Counties of southern Ontario, and his published reports gained him recognition as an authority in this field of study. His examinations of the sites of Indian habitations continued when he joined the Geological Survey, but were not limited to Ontario. He studied, in addition, sites in Quebec, New Brunswick, Nova Scotia, Alberta and Saskatchewan, and on New-foundland's northwest coast he found evidence of the Inuit's occupation of this area early in their history.

Wintemberg's reports and articles, relating mainly to Indian settlements that were abandoned before the arrival of Europeans, provide information on the early inhabitants' development of tools and implements from materials on hand, such as their fashioning of arrow heads from bone and from rocks such as chert that could be chipped to shape and which also provided knives, scrapers and other tools, weapons and implements. His detailed study of a prehistoric Iroquois settlement at Roebuck, a village located a few miles north of the town of Prescott on the St. Lawrence River, was published in 1936 as an anthropological work of the (then) National Museum of Canada. When the village was established, in a deeply forested area, it was surrounded by a defensive palisade, made up of several rows of posts, and posts were also used for the walls of the long houses that provided accommodation for the villagers. They found a variety of wild fruit, seeds and nuts and they cultivated corn, beans, squash and sun-flowers, which, with fish, birds and animals provided food. Wintemberg found many pieces of pottery inscribed with geometrical designs for decoration and the soft clay that formed the bowls of pipes was often shaped into human faces.

Wintemberg's publications on his archaeological studies gained him recognition as a leading authority on the cultures of Canada's original inhabitants and he became a member of the Royal Society of Canada in 1934. In 1937, he was appointed associated archaeologist at the National Museum of Canada.

Outside of archaeology, Wintemberg's interests included the origin of place names and his hobbies included wrought iron work, cabinet making, and collecting old lamps. At the time of his death in 1941, his collection of lamps was on display at the National Museum.

Wintemberg died in Ottawa on April 25, 1941.

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