

TWENTY-THIRD ANNUAL HISTORICAL WALKING TOUR

Sunday, September 10, 2017

LIFE IN 1867



Credit: Elihu Spencer, Regulars at Ottawa Firing the 'ten-des-jours' on Dominion Day, July 1, 1867, Parliament Hill, Ottawa, 1867, print: albumen, with hand-painted details, Bytown Museum, P2877.

History Told, Lives Celebrated

The Beechwood Cemetery Foundation presents:

This tour is held annually to acknowledge and applaud the contributions and accomplishments of the various people buried at Beechwood Cemetery. In celebration of Canada's 150th birthday, Beechwood Cemetery has chosen people who shaped Canada with their own two hands and helped mould it into being the great nation we know today. Experience the stories, forgotten by the history books, of the people who worked everyday to provide for the society they lived in: the teachers, the railroad builders and the local shoe cobblers who were just as important to society as the political leaders who negotiated and signed the Constitution of 1867. The men and women profiled in this booklet are recognized because of their impact on Canadian history and their contribution to the society they lived in.

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, and we're also always looking for suggestions for themes for future tours.

Thank you for joining us in 2017, and we hope you'll be back again next year.



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MOSS KENT DICKINSON

Section 22, Lot 57



Moss Kent Dickinson


Credit: Topley Studio Fonds / Library and Archives Canada / PA-033848

Born in Denmark, New York on June 1, 1822, Moss Kent Dickinson was the son of an owner of ships and stagecoaches. When Dickinson was ten years old his father died from cholera and the boy, after attending schools in Prescott and Cornwall, was employed by his father's business associate. In 1842, at age 20, Dickinson bought a steamboat and barge and shipped farm pro-

duce and lumber on the Rideau waterway and the Ottawa and St. Lawrence Rivers. Within 20 years his fleet consisted of 11 steamboats, 55 barges and many tugboats.


Dickinson settled in Bytown around 1850 and was involved in several business ventures, including mill construction on the Rideau River, in partnership with Joseph M. Currier, who would become the founder of Beechwood Cemetery. Their saw-and grist-mills on Long Island led to the establishment of the village of Manotick. In 1863 Dickinson became the sole owner of the mills and added wool-carding and cloth-dressing mills as well as shops for the manufacture of furniture, wagons and sleighs, bringing Manotick's population to about 400 residents.

In December 1863, Dickinson had only been living in Ottawa for one year when he was nominated by the Municipal Reform Association to be mayor. While this caused a bit of a commotion at first, the



people were reminded he had been bringing business to Ottawa for over 20 years and his business skills were exactly what the city needed. After a lumbering town suddenly turned into the capital of the country in 1858, by Queen Victoria and the construction of the parliament buildings had been suspended due to lack of money, there was wide spread unemployment and anxiety throughout the city. The Ottawa City Council was accused of grossly mismanaging finances and thus a Municipal Reform Association was formed, to which Dickinson became a member. His business ability was widely recognized in the city and many people became convinced a successful businessman would be the right choice to head the city government.

Dickinson served as Ottawa's mayor from 1864 until 1866 when he decided he had enough of civic responsibility. His family and business needed more of his attention. He was an old friend of John A. Macdonald and was elected a member of parliament in 1882 and served until 1887. Dickinson died in Manotick on July 19, 1897.



LADY ADELINE FOSTER

Section 22, Lot 55 NW

Born on April 4, 1844 in Hamilton, Upper Canada, Adeline Davis was educated in New York before returning to Hamilton to teach at a Sunday school. She married the school's superintendent, D. B. Chisholm, in 1864, but their marriage was not a happy one, and in 1883 Chisholm deserted her and their young son.

By 1885 Chisholm had moved to Ottawa where she rented out rooms in her 127 Bank Street home. One of her lodgers was George E. Foster, a temperance advocate and a Conservative MP, and a relationship between the two soon started.

Throughout the 1880s, Chisholm devoted herself to temperance. She was second president of the Ontario Woman's Christian Temperance Union from 1882 to 1888, and publisher and editor of the WCTU periodical, the *Woman's Journal* (Ottawa), in 1885. She also authored a number of tracts and pamphlets. A strong-willed and unfailingly hard worker, she was an




Lady Adeline Foster

Credit: Topley Studio / Library and Archives Canada / PA-027773

important mover in organizational committees for provincial conventions, helped set up local unions, and was a noted platform speaker. In 1888, Foster was the Canadian representative at the meeting of the National WCTU in the United States.

Under Chisholm's direction, the Ontario WCTU continued its campaign to have "Scientific Temper-



ance Instruction” made compulsory in the public schools. Such instruction emphasized the terrifying physical effects of alcohol and tobacco on the unsuspecting user. Partly through the work of Chisholm, the subject was introduced into Ontario schools on an optional basis in 1885. The course would become compulsory eight years later.


By 1888, Chisholm and George Foster were ready to marry. However, securing a divorce in Ontario meant petitioning the Senate, an expensive course that might also have done political harm to Foster, who became minister of finance in May 1888. Therefore, in January of that year, Chisholm moved to Chicago, Illinois to stay with her brother. Divorce proceedings were instituted the following year. As a result, Chisholm had to resign from the Ontario WCTU.

On the occasion of her final address to the WCTU’s annual convention, she was treated to an extended and emotional tribute. In her speech to its delegates, she noted that “even when my plans ran counter to your own you have been ever ready to renounce the one and embrace the other.” There can be no doubt about the strength of her personality. For a single parent to lead an organization committed to the preservation of family must have demanded enormous strength, but to divorce, in 19th-century Canada, required even more fortitude.

Chisholm’s divorce was granted in June 1889 and Foster quickly joined her in Chicago, where they were married. Repercussions started as soon as they returned to Ottawa. Many questioned the legal validity of the divorce in Canada, and the Fosters were officially shunned until 1893.

Following her marriage and return to Ottawa, Foster eventually shifted her energies from temperance to more fashionable cultural and humanitarian pursuits. After 1900 she was active with the Women’s Canadian Historical Society, the Ottawa Humane Society, the Women’s Morning Music Club, the Women’s Canadian Club, and the Ottawa branch of the Victorian Order of Nurses.

Lady Foster died on September 17, 1919 after a two-year battle with breast cancer. Deeply depressed, her husband painfully marked her passing in his diary: “Dull without and dark within.”



FRANKLIN LANDON

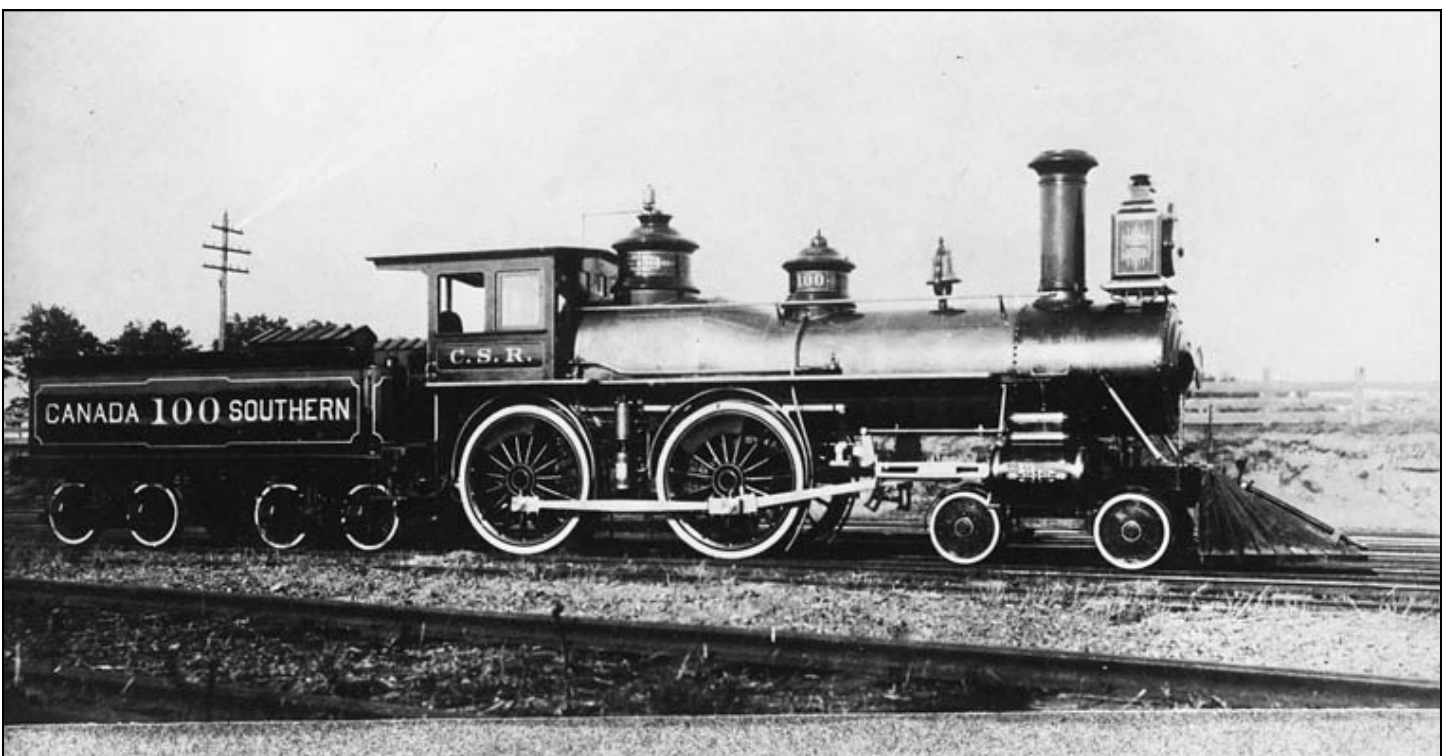
Section 22, Lot 19 NE

Franklin Landon was born in Augusta Township, Leeds and Grenville County, in 1858. On September 7, 1881, he married Annie A. Secor at Brockville and they had one daughter, Maude, born in 1882. By this time, Franklin was working for a railway, perhaps the Canadian Pacific. By the late 1880s, the Landons resided in Ottawa and Franklin was employed as an engineer with the Canada Atlantic Railway.


On the night of February 23/24, 1900, while driving a freight train to Montreal, a fellow crew member noticed sparks coming from the train's brakes. He called this to the attention of engineer Landon who then leaned out of the cab for a look. Unfortunately, he slipped and fell from the train on Ste. Anne's Bridge near Coteau, Quebec. Franklin Landon died at the scene.

A Brockville newspaper described him as "a trusted employee" who was "highly respected" by his employer.

The Creation of the Canadian Pacific Railway was a task originally undertaken for two key reasons by the Conservative government of Prime Min-




Credit: Library and Archives Canada / C-002595



ister Sir John A. Macdonald. First and foremost, he saw it as being essential to the creation of a unified Canadian nation. British Columbia adamantly insisted upon a national railway as a condition for joining the Confederation of Canada. Thus the Macdonald government promised to build a railway linking the Pacific province to the eastern provinces within ten years of July 20, 1871. Moreover, manufacturing interests in Quebec and Ontario desired access to sources of raw materials and markets in Canada's west.

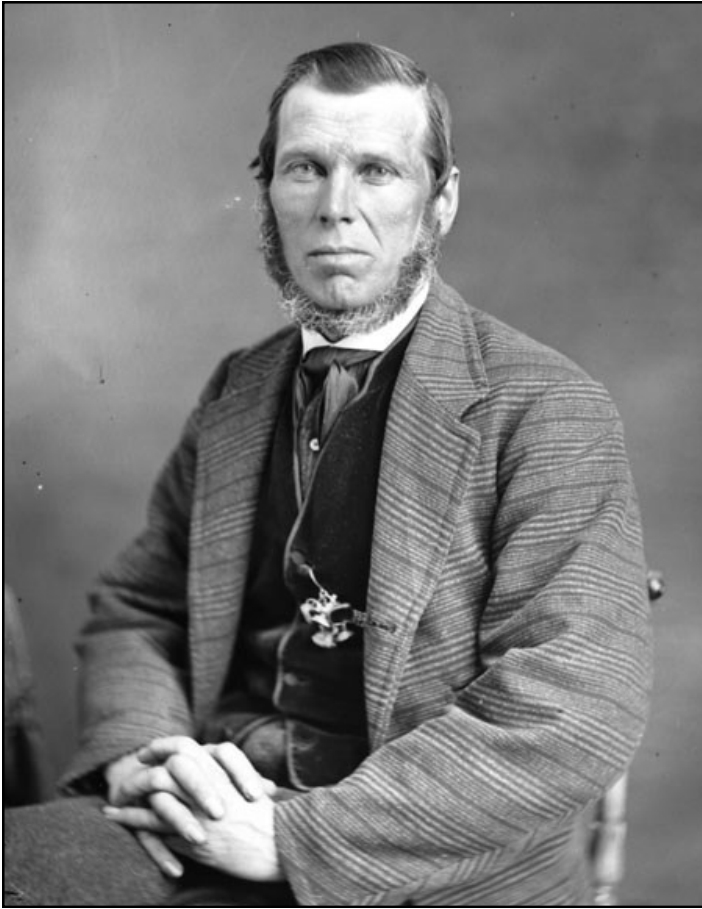
However, building a railroad is no easy or inexpensive task. Canada is a vast country filled with rocky and mountainous terrain. This added delays and caused financial strain, often leading to unsafe working conditions and outsourcing labor to immigrants who would work for a lower wage.

Despite the obstacles, on November 7th, 1885, the last spike was driven at Craigellachie, British Columbia, making good on Macdonald's promise to unite the East and West. While the railway was completed four years after the original 1881 deadline, it was completed more than five years ahead of the new date of 1891, that Macdonald gave in 1881, when construction first began. The successful construction of such a massive project, although troubled by delays and scandal, was considered an impressive feat of engineering and political will for a country with such a small population, limited capital, and difficult terrain. It was by far the longest railway ever constructed at the time.



WILLIAM PITTMAN LETT

Section 34, Lot 28 NW



William Pittman Lett

Credit: Topley Studio / Library and Archives Canada / PA-197379

In 1820, a young family of a veteran Irish soldier, Lieutenant Andrews Lett, landed in the British North American Colony with a babe-in-arms. The child, William Pittman Lett, was destined to experience tumultuous changes in his fortunes and those of Bytown, Canada and the world on his long journey through the 19th century. For 73 years, spanning most of the century from 1819 to

1892, William witnessed British North America and Bytown evolve rapidly through to Confederation of the Dominion and Ottawa as the nation's capital.

After a classical education, he became a radical journalist espousing the anti-Catholic Orange cause and pioneering theatre in Bytown. As Ottawa's first and longest serving civic clerk for 36 years, he became more circumspect. He lobbied for Queen Victoria to designate it the capital of the Province and then Dominion of Canada.

As a clerk in the 19th Century, Lett would have had to ensure administrative unity between the various city departments and maintain custody of all records, by-laws, leases of property, and minutes of council and committee meetings. He co-signed with nineteen Ottawa Mayors on all deeds, agreements and contracts. Lett co-signed with Mayor J.B Lewis, the address to Queen Victoria of May 4, 1857, prepared by R.W. Scott, petitioning for Ottawa to become the capital of the Province of Canada. He




would have also posted notices of Council meetings in the newspapers.

Lett witnessed the building of the Rideau Canal and was personally active in the evolution of Ottawa and its infrastructure from its humble beginnings as Colonel By's construction headquarters.

A passionately patriot and militiaman, Lett engaged in public debates over the choice of national flag, annexation, slavery, temperance, poverty, and the politics of the British connection and Imperial wars. He was a highly moral person who came to acknowledge the evolving role of women through the century. Lett delivered his messages through public oratory, the newspapers and local societies. His media were prose, speech, poetry and the power of holding the civic pen. He was Ottawa's official chronicler and the City's de facto poet laureate with a considerable lifetime production of poetry. Lett was also a socialite – he rubbed shoulders with the vice-regal, the political and the powerful, and was a friend of Prime Minister Sir John A. Macdonald.

A devout Methodist, Lett mellowed his anti-Catholic views as the century progressed. Passionate about the natural beauty of the local waterfalls and forests, he wrote monographs on wildlife. He enjoyed fishing and hunting fowl and deer.

On September 3, 1881, Lett suffered the terrible tragedy of losing his true love, Maria, in a railway accident at a crossing near their home on Dalhousie Street. Lett survived her by more than a decade, and on August 15, 1892 he died, a much loved and highly respected member of Ottawa society. He was, undoubtedly, Ottawa's renaissance clerk and an important public commentator spanning the 19th century in verse and prose.



MARY ANN HOY

Section 37, Lot 66 SE

Mary Ann Allen was born in England in 1819. It is not known when she immigrated to Canada, but on January 11, 1846, at Christ Church Cathedral in Montreal, she married Sgt. James Hoy of the 46th Regiment of Foot. The Hoys resided in Kingston, Canada West, in the late 1840s and early 1850s where at least three of their six children were born. By 1861, the Hoys had re-located to Quebec where James, now long discharged from the British Army, was employed as a messenger in the Parliamentary Library. At Confederation in 1867, the Hoys followed the government to Ottawa where James continued to serve as a messenger in the Library, a position he held until his retirement to pension in January 1877. As with most married women in the nineteenth-century, Mary Ann was responsible for the upbringing of the Hoy children and keeping house. Her husband died on April 13, 1878; she followed him on September 8, 1898.

In reality, keeping house involved hard manual labor including sewing, cooking, cleaning, laundry, nurturing children, and often outdoor work like milking, gardening and caring for animals. Nineteenth-century kitchen ranges were fueled by coal or wood, and food was commonly preserved in jars. All these physical tasks had to be done while simultaneously keeping a cheerful temperament around her family.

Family would have been very important to any woman of the house. With disease being common, many children passed away in infancy. However one of the Hoy children managed to survive into adulthood and after becoming a successful confectioner, he looked after his mother once his father passed in 1878. A confectioner was a unique profession where one would prepare chocolate and candy.



Credit: Library and Archives Canada/National Film Board fonds/
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WILLIAM MCDUGAL

Mausoleum, Corridor A, Section 30, Crypt E




William McDougall

Credit: William James Topley/Library and Archives Canada/PA-

Born in Toronto on January 5, 1822, McDougall attended Victoria College in Cobourg, Upper Canada. He began practicing law in 1847, and in 1862 was called to the Upper Canada Bar.

He was elected as a member of the legislative assembly in 1858 and served as Commissioner of Crown Lands and Provincial Secretary. He attended all three Confederation Conferences in Charlottetown, Quebec and London. On July 1st, 1867 McDougall was offered to serve as




Minister of Public Works in the Macdonald government. A year later in 1868, McDougall travelled to London with George-Étienne Cartier to negotiate Rupert's land from the Hudson's Bay Company to Canada.

McDougall was appointed the first Lieutenant Governor of Rupert's Land and the North-Western Territory in 1869. On October 30th, McDougall tried to enter the North-Western Territory via the United States in order to establish his authority at Fort Garry (now Winnipeg, Manitoba). However, the convoy was turned back by the National Committee of the Métis of Red River because they were angered when McDougall had sent a team of land surveyors to the Territory before a deal with the Hudson's Bay Company had been brokered. This was one of a series of events that precipitated the Red River Resistance.

McDougall returned to Ottawa, where he campaigned against Manitoba becoming a province because of its very few inhabitants at that time. He also continued to serve as an interim leader of the Northwest Territories provisional government from Ottawa until Adams George Archibald, took over on May 10, 1870.

McDougall continued as an active politician, serving as a member of the Parliament of the Province of Ontario from 1872 until his defeat in 1887. He passed away on May 28, 1905 at the age of 83.



SAMUEL MILLS

Section 41, Lot 73 NW




A shoemaker ca. 1894

Credit: J.A. Gibbons/Library and Archives Canada/C-008827

Samuel Mills was born in County Monaghan, Ireland, in 1821 and immigrated to Canada before 1861. He was described in the census of that year as a cobbler and this would become his life's work. In the early 1860s, he married Susannah E. Edwards and established a shoe and boot making business in Ottawa. Mills operated his business for more than three decades, for some years on Dalhousie and later on Bank Street.

What many people often don't know is that a cobbler traditionally did not make shoes but rather was a person who mended and repaired shoes. The profession has been around for most of human history. Some

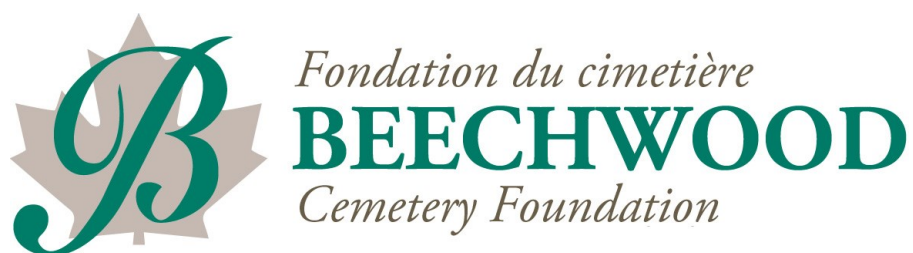


people assume that cobblers and shoemakers (called cordwainers in England) were the same profession, and while that may be true today, it wasn't always so. At one time, shoemakers/cordwainers were the skilled artisans tasked with making shoes out of brand new leather. In fact, cobblers were forbidden from working with new leather and had to use old leather for their repairs. The difference between the two trades was once considered so vast, it was a serious insult to call a shoemaker a cobbler (which not so coincidentally, is a term that also means to work clumsily).

The shoemaking and cobbler trades were forced to merge around the beginning of the 19th century when the introduction of mass manufactured shoes left shoemakers out of work and having to accept lower paying repair jobs.

Samuel Mills died suddenly in the early morning of March 8, 1899. Returning from a night out, he collapsed in a snow bank on Wilbrod Street and was only discovered hours later with “almost a smile could be observed on the face.”





**For more information,
please call
(613) 741-9530**

Hours of Operation

Monday – Friday

8:00 am to 5:00 pm

Saturday

8:00 am to 4:00 pm

Sunday