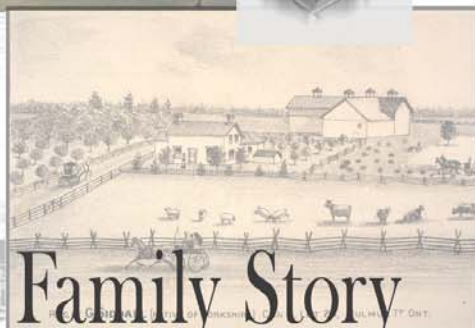


From Barmby Moor to Yarrow



A Family Story Part 2



By
Raymond A Parker



SANDHILL, SUBSCRIBERS
George Savage, Blacksmith and
Manufacturer of Morley's Ploughs,
Joseph Siddell, Waggon Maker

Introduction

Twenty four years ago, in 1994, I released my first family history edition. It seems like a long time ago, but compared to say, the vital records of Jane Siddall, my 4x great grandmother, born 25 June 1759, some 259.5 years ago, it's not a great deal of time. Or consider Harriet Overington who married our Henry Siddall, who's bloodline stretches back to Nicholas Overington in 1516. The same year Bavaria imposed and regulated the purity of beer into law and coincidently, when the Treaty of Brussels, which brought peace between France and the Holy Roman Empire. In this edition I bring to the reader, more stories, with more in-depth background about their life and times. With help on the UK side of the Atlantic, from my 5th cousin in the Siddall line, Mr. (Young John) Nottingham of Pocklington, East Yorkshire, who has set a standard for detail, accuracy and style, Truly a standard to aspire to. Also, Elaine McGuire 3rd cousin, once removed, residing in Kitchener-Waterloo Ontario, who has been tracking the whereabouts and details of the Siddall pioneers, and their descendants branching out, upon arrival in Canada. Here is their story.....

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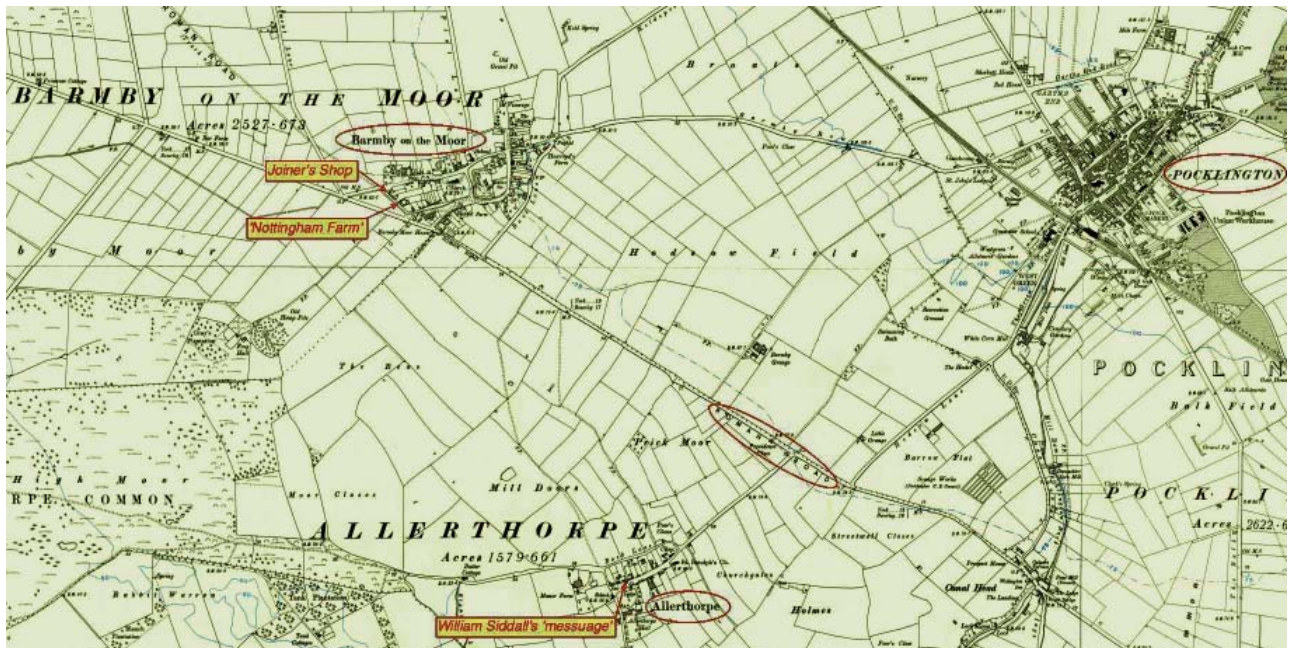
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Siddalls and Nottinghams of Barmby Moor

Beginnings

This interesting and unusual surname, with variant spellings: Siddele, Sidell and Syddall, is of northern English locational origin from **Siddal** in the parish of Halifax, Yorkshire, West Riding, or alternately, from **Siddall**, an estate in the parish of Middleton, Lancashire. The name, in both cases derives from the Olde English pre-7th Century “sid” meaning “wide” or “spacious”, plus “halh”, a nook or recess, and is first recorded in the latter half of the 14th Century. In 1563, one **Janet Sydell** of Fullwood was recorded in Lancashire will records at Richmond. The name is widely represented in parish registers of Yorkshire and Lancashire from the late 16th Century. On September 22nd 1573, **Alexander**, son of **William Siddall**, was christened in St. Peter's, Leeds, Yorkshire and on July 22nd 1574, was the christening of Elizabeth, daughter of **Richard Syddall**, was recorded in Manchester Cathedral, Lancashire. The first recorded spelling of the family name is shown to be that of **Thomas Sydall**, which was dated 1379, in the “Poll Tax Returns Records of Yorkshire”, during the reign of King Richard 11, known as “Richard of Bordeaux”, 1377 - 1399. Surnames became necessary when governments introduced personal taxation. In England this was known as Poll Tax. Throughout the centuries, surnames in every country have continued to “develop” often leading to astonishing variants of the original spelling. <http://www.surnamedb.com/Surname/Siddall>.



Our Siddall story begins in the parishes and villages of Allerthorpe and Barmby Moor (formerly Barmby-on-the-Moor) in the old ‘East Riding’ of Yorkshire, a mile from the market town of Pocklington and located close to an old Roman Road running south-east from the major city of York. We begin with William Siddall, the ‘patriarch’ of what eventually became a large and prominent Barmby Moor family. It might help to describe that, which was found about William's early life, and why he left his home in the **Village of Hessay**, and eventually finished up in Barmby Moor. **Hessay** is in what was formerly called the ‘West Riding’ of Yorkshire, in a smaller area to the west of York called ‘The Ainsty’, known for a famed hunt called ‘The York & Ainsty’. William's grandfather was **Joshua Siddall**, a farm labourer at Hessay, born in 1731. As a son of a yeoman, who married **Jane Calvert** from a well-known Hessay family, they had 4 children, of whom William's mother, **Jane**, was the youngest, born 25 June 1759. Joshua married a second time, after Jane's untimely death, to **Ann Sanderson** of Acomb, then, a village to the west of York but now part of that city. There, they raised another 13 children. Joshua was still working at aged 70, but was run over and killed by a hay wagon during the harvest at Hessay. On 6 December, 1782, William's mother, Jane Siddall married William Nottingham, the eldest son of farmer **George & Elizabeth Nottingham** of Hessay.

There was no Anglican church in Hessay, so the marriage took place at the neighbouring village church of Moor Monkton. Jane was then aged 23 but, as William was 20, (and still a minor) hence, the marriage had to be by licence, and with his parent's permission. On the marriage certificate, Jane had signed her mark with an X, as it was very unusual in those days, for a young woman to be able to sign her own name. The new baby William was born on 7 June 1793, only 6 months after the wedding.



All Saints Parish Church, Moor Monkton, West Riding of Yorkshire

Here comes the mystery: When William was baptised, on 20 July 1783, he was dubbed as the *Illegitimate issue of Jane Siddal (sic)* and, as we know, he was given his mother's surname Siddall, rather than Nottingham. Many people have spent a lot of time and effort trying to determine why he was so named, but to date, we simply do not have not any firm information. Whether William Nottingham was, or was not the baby's biological father is unknown and, unfortunately, the idea of resorting to a test is for one reason or another a non-starter. We also have no information on whether the marriage was or was not dissolved, either before or after the baptism, and for what reason, although Wil-

liam Nottingham remarried 3 years later in 1786. We do not know with any certainty what happened to Jane Siddall, although a 'single woman' of the same name and of the right age [41] died in York and was buried at Long Marston on 9 March 1800 (near Moor Monkton & Hessay), so on balance, it could well have been our lost matriarch. What is clear is that baby William did not have a good start in life, baptised as illegitimate, his *unmarried* mother, being one of 17 children born to a farm labourer, his future would most likely be a precarious existence as a farm labourer. However, what was very evident is that the Nottinghams treated him as a full and even favoured member of the family throughout his life which later applied to his descendents. There is certainly no question of his having been "disowned" as has been mentioned, but three generations of the two families seem to have enjoyed good relations for well over a century. When William Siddall was a teen at Poppleton (between Hessay and York), he was left 10 pounds by his great-uncle William Nottingham, (George's elder brother). Then when George died, in 1805, he left William Siddall a property (a.k.a. 'messuage') with an attached orchard ('garth') in Allerthorpe, identified on the map on page 36. This was one of 3 properties which William's presumed 'grandmother' Elizabeth had inherited from her brother William Timperon back in 1767, three properties, with 30 acres of land in Allerthorpe and a further 60 acres in nearby Barmby Moor. To simplify the holdings, George Nottingham bought the associated farmhouse. in Barmby Moor in 1772, making a self-contained farm of 60 acres with nearby farmhouse, and some land (*garth*) at Allerthorpe, and East Riding village a mile from Barmby Moor and Pocklington. It is safe to conclude from this that William Siddall moved from Hessay in 1805 to occupy his inheritance in Allerthorpe. Not a bad situation for a 22 year old lad, who started life with nothing going for him. Not only was he living in his own property in Allerthorpe, but initially was also the tenant of his presumed 'father' William Nottingham's inherited lands in Allerthorpe, plus his 'uncle' Robert's lands in Barmby Moor, which would be a very neat arrangement.



St. Catherines Church, Barmby Moor: where the headstone commemorating Elizabeth Siddall (nee Atkinson), and her son, William, (1826-1855), and grandson Allan (1863-1918) which can be found, directly out its front door:

It was very likely ‘grandad’ George’s plan to install William Siddall as the tenant of his sons’ holdings, bearing in mind that George and his sons William and Robert were in effect ‘absentee farmers’ with all 3 living in Hessay. The situation changed rather unexpectedly with the premature death of Robert Nottingham in 1811 only 6 years after his father George had died. The farmhouse and land at Barmby Moor had now effectively been inherited by Robert’s 6-year-old son Hugh Nottingham, also living in Hessay. Robert had appointed 2 trustees to manage young Hugh’s inheritance at Barmby Moor, and the obvious solution was to install William Siddall in the farmhouse, as their tenant. It appears that our William occupied the farmhouse in Barmby Moor as from 1811 or thereabouts, shortly thereafter marrying a local lass, Elizabeth Atkinson on 16 Feb 1813. The farmhouse became their burgeoning family home. William retained ownership of his inherited property in Allertorpe and installed a tenant farmer. The property was still tenanted but remained in William’s ownership to at least 1849. It was recently questioned why the farmhouse was called **Nottingham Farm** rather than **Siddall Farm**. Primarily, this was because the farm was owned continuously by three generations of the Nottingham family – George, son Robert and finally, grandson Hugh – although no member of the family lived there until the late 1800s, when a granddaughter of George and Elizabeth, Zilpa Nottingham, retired from teaching at nearby Sancton and lived in the original ‘front’ portion of the farmhouse, by then with William Siddall’s son Hugh and family living in the substantial extension at the rear.



Towards the rear of St Catherine's Church, just visible toward the back are Elisha Richardson's and Betsy Siddall's gravestones, at the time considered very upmarket, with posh cross, between the property and the tree to the left. Most of the headstones at the rear the church (nearest the camera) are to the younger Richardsons, sons, daughters-in-law.

Jane, Allan and Jane's husband **George Gibb** lived in the back part of the house, and no doubt she also acted in some sense as housekeeper to Miss Nottingham as well as running the farm. Recent times (2006) - The Siddall Nottingham farm had been occupied as a single family house by one **Professor Gregory**, and his family and is no longer connected with its land or farming, but stands as a lasting historical feature in the small **Hamlet of Barmby Moor**. Children of William and Elizabeth Siddall (bottom) **Siddall spelling** as scribed in Census data.



Nottingham House
This is the front house as referred to in the chronological account of the farm.



St. Catherines Church, Barmby Moor (below)
Where headstone of Elizabeth Siddall (Atkinson), son William, and Allan can be found directly out the front door of St. Catherine's Church. (right)



William Siddall (1783 - 1869)
Elizabeth Atkinson (1791 - 1831)

Robert Siddall	bap. June 6, 1813
Jane Sydall	bap. Jan.13, 1815
John Nottingham Siddall	bap. Jan.18, 1817
Joseph Syddall	bap. Feb. 28, 1819
Hugh Nottingham Syddal	bap. Apr. 22, 1821 - d 1897
George Syddle	bap. Sep. 22, 1823
William Siddall	bap. May 14 1826
Henry Sidil	bap. Oct. 26, 1828 (our ancestor)
James Siddal	bap. Dec. 21 1830 - 1831

m. Ann Hodgson
m. George Hudson
m. Elizabeth Calvert
m. Catherine McKay
m. Eliza Johnson
m. MaryAnn Marsh
m. Elizabeth Wride
m. Harriet Overington
died in infancy

It's not at all surprising that William Siddall and his wife Elizabeth named most of their sons after various Nottinghams, even to the extent of giving two of them the 2nd forename 'Nottingham'. The Siddalls would live at the farm for the next 100 years before being occupied by the close cousins, the Nottinghams. William had been married to Elizabeth Atkinson since 1813 and they had all ten children at the farm. When William died in 1869, his son Hugh took over the tenancy with his wife Aliza, and 4 children. Of the sons, eldest, Joseph, born in 1819, George, born 1823, and 2nd youngest, Henry, born 1829, only Joseph and Henry would develop a knack for carpentry and the wagon building trade, comparable to today's penchant for auto mechanics and body works. Local journeyman, wainwright, George Hudson was married to the boys' older sister, Jane Siddall, b. 1815. George Hudson was applying his trade out of a joiner's shop in the village, nearby the Nottingham Farm, according to an 1854 map. George was listed as a joiner/carpenter/farmer in the village from the 1841 census. Certainly in the 1800s, there was an official apprenticeship scheme whereby young lads were apprenticed to a Master Carpenter or similar trade. The apprentices were not paid, but they received live-in board and lodging if required. Because of the close proximity of the shops to the farm, they most likely lived and worked near their own home. George and Jane Hudson had six boys and a girl, and was likely the 'Head Master' of the village in all those skilled trades, building up a proud legacy of skilled workers. Our Joseph and Henry Siddall took their apprenticeship with their uncle, and carried the trades skills to Canada. Brother, George Siddall it seems had also acquire those skills, but we know he chose farming as a career in Ontario. **Hugh Nottingham**, the fourth son, stayed on the farm with his parents, and married Eliza Johnson from Fangfoss, taking over the tenancy, on his father's death in 1869. By now, the total acreage had increased to 63 acres and (*distantly related*) **Hugh Siddall**, (*tenant farmer*) and his family were still living and working there, and responsible to the owner, the hereditary Hugh Nottingham, then living at Low Catton.



Extensions to the original Nottingham farmhouse in Barmby Moor from 1750 when William Timperon was in possession behind the extensions were the 1 acre farm yard with added Barn, with cowhouse, and stable.

Photos 2006 by cousin Jeri Samms

Records show both William and Hugh Siddall appeared as jurors of the Manor Court in the vicinity. Hugh Nottingham of Low Catton died, and left the Nottingham Farm to his wife Martha, and John Richard Hill of York, a leather merchant. Nothing is certain about what happened to Nottingham Farm after the owner, Hugh Nottingham died, but it was eventually sold to the Richardson family in the late-1800s. (sons of Elisha John and Betsy Siddall). So after being in the Nottingham family ownership for 3 generations, ownership then passed to descendants of their previous tenants.

shows the 2nd floor attic accommodation under the roof intended for bunking farmhands. Accommodation here the for resident farm workers must have been rather substandard as there was no heating, and no light, apart from candles as the gable windows had been bricked up to reduce window tax payable. The window tax was a property tax based on the number of windows in a house. It was a significant social, cultural, and architectural force in England, France, Ireland and Scotland during the 18th and 19th centuries. To avoid the tax, some houses can be seen to have bricked-up window-spaces (ready to be glazed or reglazed at a later date). In England and Wales it was introduced in 1696 and was repealed in 1851, 156 years after first being introduced. France repealed much later. Scotland had window taxes for similar reasons. Although next to the chimney breast, and unfortunately for the tenants, there was no opening for a fireplace in the attic, as it was probably too dangerous with all exposed and combustible wooden beams. The road at the front of the house is the old Roman road, originally, known to be laid dead straight, heading for Stamford Bridge. Nottingham farm, eventual came under the management of Hugh Siddall's daughter, Jane Gibb around 1890, the same time William's granddaughter, Zilpa Nottingham was living in the front of the farmhouse. As Zilpa seemed rather near to death, the family thoughtfully laid straw on the road outside so that she wouldn't be disturbed by the racket from wagons going past. As tenant farmer, Hugh Siddall would be responsible to the absentee owner Hugh Nottingham for the day-to-day management of the farm, and employing labour staff, and maintenance of the shops and equipment as required. **Below - Nottingham Farm photo in 2018**



Anyone for Cricket? Barmby-on-the-Moor's Professional Team

Right:

Allan Siddall 1863-1918 [seated far right] as a "pro" with his cricket team, **Yorkshire Gentlemen**, circa 1890's. Allan was described as a great cricketer and played at one time for Yorkshire. He was reputed to think himself as quite the gentleman and preferred to leave the running of the farm to his sister, Jane Gibb.



On Saturday, 13th June 1885, Londesborough Park played against Yorkshire Gentlemen. Londesborough Park were bowled out for 43, Allan scoring 15 not out. The Gentlemen replied with 262 for 7, Allan taking three wickets. defeated Selby, Allan took six wickets. Success did not come as easily for Allan in this higher level. Moving up a standard was difficult, but he did have some good performances. Perhaps the highlight of this season was the game where he was invited to play in Lord Hotham's XI against the Yorkshire Gentlemen on July 25th 1885 at Dalton Hall. "On a good wicket Siddall carried his bat for a well played 32. In the Gentlemen's first innings they totalled 69, Siddall taking six wickets." (1) No doubt, the Yorkshire Gentlemen took note of Allan after this game. In between 1885 and 1888, Allan played many times for Londesborough Park. Fixtures against the Yorkshire Gentlemen. included Everingham Park, Selby, York, the Marshall's Club of Driffeld, the 15th Regiment (Photo 4 below)

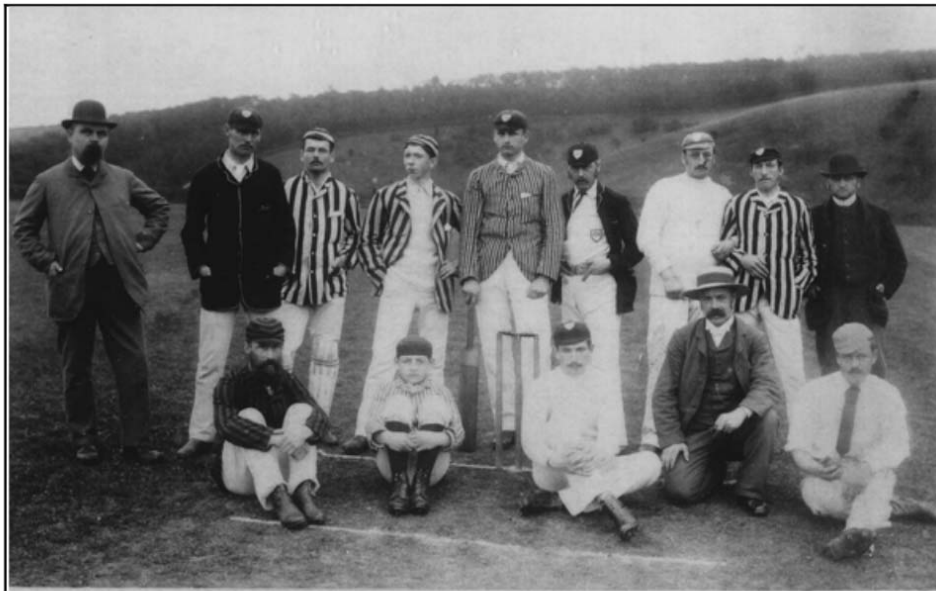


Photo 4

Londesborough Park C.C. (c.1888)

Back row left –right

Unknown, G. Cobb, F. Botrill, R. Young, W.A. Usher, J. Wreghitt, M. Usher, W. Brown, E.W. Usher.

Front row left –right

R. Triffit,

E.W. Usher,

H. Young,

R. Scaife,

A. Siddall

Siddall 8

Mr. Wood was also given the honour of choosing a name for the settlement, which would eventually be developed. Incorporating, firstly, his surname, and that of his wife Rose making "Rosewood". But there was an existing place known by this name, so he chose the "sweetest" substitute, "honey", and **Honeywood** was the chosen name, for the many honey bee's which pollinated the area. At this time, the land was still a dense hardwood bush. A small plot was cleared, after which a log cabin built, which provided shelter for the harsh winter months. When we look into the past, to the immigrant pioneers, the original settlers we begin to understand where Dufferin County, like so many other communities began. The first settlers of Upper Canada, were the heros of the Country. They built the roads, the businesses and the families. They were a resilient folk. The struggles these Yorkshire men and women had to endure, during the first few years were tremendous, clearing the forests and working the land, acre by acre, and making do with what was on hand. The railway when it first arrived was indeed a Godsend to them, bringing the goods to the community, sparing a very long and risky wagon drive along mud filled ruts. There were truly thankful for their successes. The village gradually became a thriving community for the early settlers, and later resident's of the area. The residents were served by a Mr. Brown, Mr. Rysley, and a Mr. McConachie who operated the General Store. William. McCracken, tailor. W.J. Finley shoe repairs and Joseph Tipling, the local Blacksmith. A planing mill opened, run by the SIDDALL COMPANY, joining the businesses of Honeywood. The little community today, still has many families that can trace their history back to those early days. Names like: Broderick, Copeland, Foster. Siddall, and Tupling, just to name a few. Community spirit is alive and still flourishing in this friendly village. The physical and social landscape of early Canada thrived from our ancestors who brought their much-valued skills and knowledge with them which contributed to Canada's early development. The newcomers left few outward signs of their "Englishness" and became the silent majority who simply faded into the wide social fabric. When we look into the past, to the immigrant pioneers, the original settlers, we begin to understand how Dufferin County, and so many other communities began.

George Siddall (1823-1894)
Mary Ann Marsh (1823-1891)

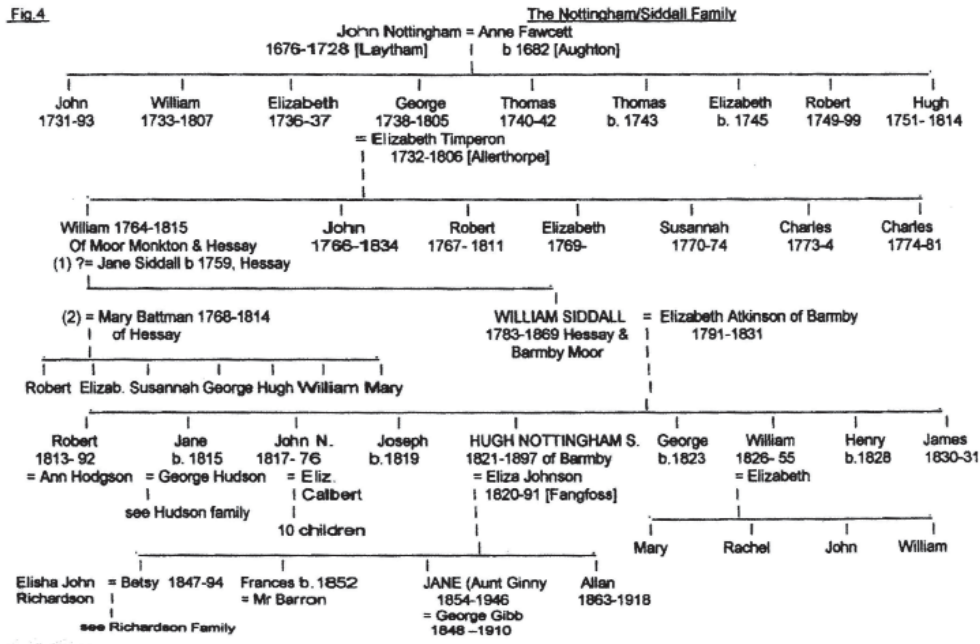
George Siddall, wheelwright and carpenter, with older brother Joseph, and sister, Jane Siddall Hudson, with her husband, George Hudson, and his brother Richard, all from the small farming hamlet in East Yorkshire. George Siddall was listed in the 1841 of Barmby-on-the-Moor census as an apprentice to Richard Hudson, wheelwright and carpenter. They were typical of the common, hard working people who made up the family life in far away England, and now in their new home of Dufferin County. They would be the only Siddalls of the Barmby-on-the-Moor family to journey to Canada. As no immigration papers or ship passenger records have been discovered at this time, (2018), the exact arrival date is vague when the Siddall/ Hudson families arrived on the Canadian shores, but estimates around 1848-49 are valid. George and Mary-Ann married in the Twp. of Toronto (within the City of Toronto) called the *Home District* on the record. The record also indicates that their home address was Toronto. The family faith was listed as Methodist. George became a the board member for the start up of the Church that now sits next to Honeywood Cemetery in the village. Before the divisional sectioning of The district was widely known as "Yorkshire Settlement" due to the origin of the first three families to settle in this "Queen's Bush" and those who followed of racial descent, predominating, Yorkshireites, Irish and Scots. In Honeywood, barn raising began, building of houses, a school, and assorted businesses, including a blacksmith shop owned by Joseph Tupling, who had acquired the business on land where the Orange Hall currently stands.

A waggon shop was built on the adjoining lot, and many years later, would be operated by George's nephew, Edward Siddall. In the year 1855, records show, one acre of land was conveyed by Robert Wood, of Weston, from the W1/2 of lot 26, for the sum of five shillings, to Robt. Mortimer (Sr.), Mark Mortimer, John Dutchburn and Abraham Brown. These men, all named as trustees, tasked with the purpose of erecting a building to be used as a schoolhouse and a place of worship for all Protestant denominations. In 1999, upon perusing through the county directory, researcher, Catherine Pillinger noted the detailed sketching of a beautiful home and 220 acre farm valued at \$10,000. (*illustration below*) It belonged to George Siddall, native of Yorkshire England, farmer, born 1823, settled in Simcoe County in 1851 near Honeywood. George, and his wife, Mary Ann Marsh has 10 children born to them in Honeywood. As the first of the early pioneers, fulfilled a dream and a life of pioneering adventure, they tamed those wild lands of Upper Canada. George Siddall farmed on Con. #3 Lot #28. (map page 43) **Joseph Siddall**, journeyman carpenter in Honeywood before permanently relocating after 1853 to **Sandhill** in Peel County. There he partnered with his friend, and fellow Yorkshireman, George Savage. Many Siddalls are buried at Honeywood all Siddalls there are descended from George and Mary Ann, and their 10 children. George and Mary Ann's burial site is half way up the lawns bordering the Church grounds. They suffered the losses of children and grandchildren, as did many settlers in the day. The area still had many dangers during this time with bears and, wolves and the native Indians that roamed their county. The Siddalls were a close family by all accounts. One of the children is listed as Mary Hudson Siddall and her mother's maiden name is listed as Marsh on a Baptismal record. One of their sons, **James Siddall**, who lived and farmed and raised his family in Honeywood, was a noted bass Singer in the Cranmer Church Choir for 25 years. He worked as roundhouse crew of the Grand Trunk Railway for many years until he retired. George, Henry's son Edward, and Joseph Siddall were all listed on 1853 census as having a post office box. In the 1891 Mulmur Twp. census George is 67 yrs. of age and listed as a Gardener. George died at 71 in 1894.

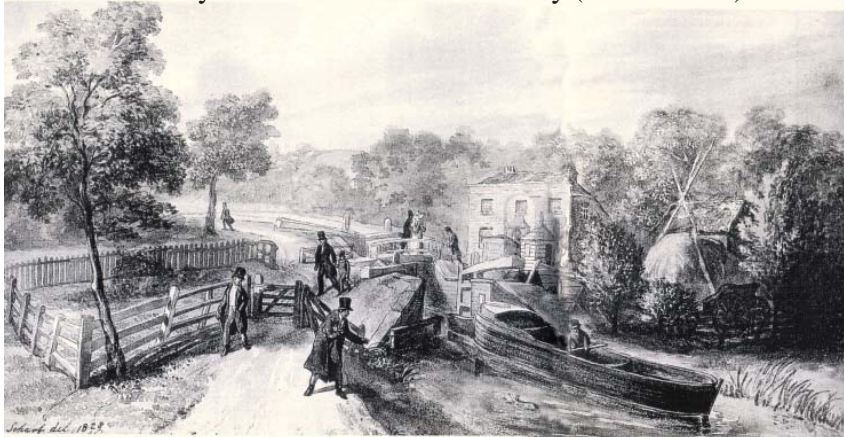


George Siddall acreage map full Concession 3 Lot 28. Illustration from *The George Tremaine Couty Atlas* 1871. Source: The Canadian County Atlas Project, McGill University. Source: Duff Stuff research by Elaine McGuire

Henry Siddall (1829-1884)
 Harriet Overington (1830-1872)

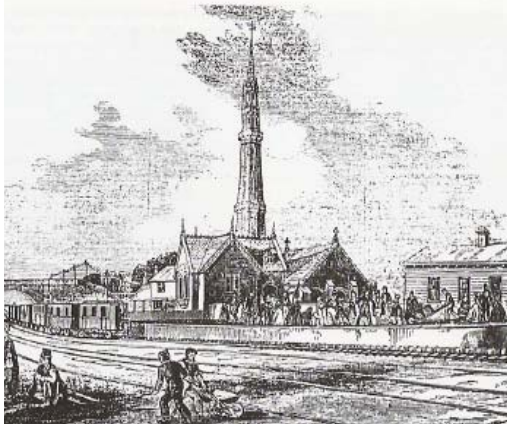


Our patriarchal ancestor, **Henry Siddall** was born and afterward, baptised on Oct. 26, 1829. He resided at the Nottingham Farm in Barmby-on-the Moor, approx 20 miles east of the City of York, E. Yorkshire. Henry was the second youngest of eight sons and one daughter of William Siddall (1783-1869) and Elizabeth Atkinson (1791-1831). Henry is listed on the 1841 census for Barmby Moor age 12, father, William, 55 and brother Hugh, 20. As most boys in these times were destined for a life of farming, Henry did not share his father's interest, and before the age of 24, he, with his apprenticeship and acquired skills, and most importantly, a letter of recommendation, left Yorkshire and ventured south to seek his fortune and perhaps a companion. Settling into the London boroughs of Lambeth, and Croydon south of the Thames River. With his newly minted trade, and a heart full of ambition, Henry set out to seek employment. Croydon, which had grown from prehistoric times, through the 8th century as a Saxon settlement, carried on through the ages as a prosperous market town, and became known for its industry potential right into the 20th century. Croydon was always a centre for a steady source of employment. The area produced charcoal, tanned leather, and brewing ales and beer. W.T. Norris & Son, makers of fine woodworking planes was established in 1860 and is recorded as having a factory in the neighbouring borough of Lambeth. It might have been that the Hudson family of Barmby Moor had contacts in the trades here. Croydon also saw the first railway (horse drawn) in the world in 1803, and later became a vital



link in the London to Brighton rail link in the mid-1800s, helping Croydon to become the largest town in County Surrey, which it remains to this day.

This 1829, etching by George Schaff depicts a canal scene near Norwood, birthplace of Harriet Overington. The canals and locks were a vital part of trade and commerce in Croydon and vicinities



*Jolly-sailor station in 1845, showing the bridge carrying Portland Road in the background and the atmospheric-propulsion system pumping station, with its Gothic chimney/exhaust vent, in the foreground. **Henry and Harriet** lived on Portland Road in 1852 at the time of their marriage.*



John and Martha Overington


had eight children in Oakwood Parish, County Surrey

Caroline	b 1826
Susan	b 1828
Martha	b 1830
Harriet	b 1832 married Henry Siddall in 1852
John	b 1834
Emily	b 1836
Jane	b 1839
James	b 1842

John Overington was listed as a bricklayer, a well "in demand" building trade of the time. The Overington family dates back before the 1500's in Surrey where skilled trades and large families were the norm. It's no wonder, Norwood was home to over 20 pubs in a 1.5 mile radius. Handley's Brickworks' seven chimneys once dominated the landscape of the area before being demolished to develop a grassland and lake.

St John's Waterloo church, Lambeth Parish on Waterloo Road, where Henry and Harriet said their vows Sept 1, 1852.

A year and a half later, on April 15, 1854 their first child, a boy they named **Edward** was born on April 15, 1854 in Norwood which as it turned out, would be their last born child in England. Henry and Harriet made the decision to leave England and sail to Canada, with all its vast opportunities. Pre-Confederation Canada was a land, still in its infancy, and ripe for adventure for a young skilled-trade adventurer, with wife, and infant child. Since 1828 emigration to Canada was at a fever pitch. Passenger ship registries showed migrating passengers to Canada at **7,353 in 1854 and 4,310 in 1855**. This was about 1/3rd of the totals emigrating to New Zealand and Australia, and 1/10th of those heading for America. Records show, Henry, Harriet and baby Edward sailed to Canada from Liverpool.



CERTIFIED COPY OF AN ENTRY OF MARRIAGE GIVEN AT THE GENERAL REGISTER OFFICE

Application Number COL422567

1852. Marriage solemnized at St John's Church in the Parish of St John Waterloo in the County of Surrey

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Residence.	Rank or Profession of Father.
444	Sept 1 1852	Henry Siddall	24	Single	Bookbinder	Waterloo Road	William Siddall	Farmer
		Harriet Overington	21	Spinster			John Overington	Bookbinder


Married in the St John's Church according to the Rites and Ceremonies of the Established Church, by John Duckworth or after Canon by me, John Duckworth

This Marriage was solemnized between us, Henry Siddall and Harriet Overington in the presence of us, John Duckworth and John Overington


CERTIFIED to be a true copy of an entry in the certified copy of a register of Marriages in the Registration District of Lambeth
Given at the GENERAL REGISTER OFFICE, under the Seal of the said Office, the 20th day of September 2007

MXD 417998

CAUTION: THERE ARE OFFENCES RELATING TO FALSIFYING OR ALTERING A CERTIFICATE AND USING OR POSSESSING A FALSE CERTIFICATE. © CROWN COPYRIGHT
WARNING: A CERTIFICATE IS NOT EVIDENCE OF IDENTITY.



Certified record of entry of Henry Siddall and Harriet <http://www.peopleforportlandroad.org.uk/local-history/Overington, Marriage record. Entry, from Sept 1, 1852, St John Waterloo Church, Lambeth>.



CERTIFIED COPY OF AN ENTRY OF BIRTH GIVEN AT THE GENERAL REGISTER OFFICE

Application Number COL469244

REGISTRATION DISTRICT Croydon


1854 BIRTH in the Sub-district of Croydon in the County of Surrey

No.	When and where born	Name, if any	Sex	Name and surname of father.	Name, surname and maiden surname of mother	Occupation of father	Signature, description and residence of informant	When registered	Signature of registrar	Name entered after registration
444	15th April 1854 Portland Road, Hove	Edward	Boy	Henry Siddall	Harriet Overington	Bookbinder	Henry Siddall, Father, Portland Road, Hove	15th April 1854	Wm. Smith	William Smith

CERTIFIED to be a true copy of an entry in the certified copy of a Register of Births in the District above mentioned.
Given at the GENERAL REGISTER OFFICE, under the Seal of the said Office, the 11th day of October 2007

BXCC 764965

CAUTION: THERE ARE OFFENCES RELATING TO FALSIFYING OR ALTERING A CERTIFICATE AND USING OR POSSESSING A FALSE CERTIFICATE. © CROWN COPYRIGHT
WARNING: A CERTIFICATE IS NOT EVIDENCE OF IDENTITY.



Certified record of entry of Edward Siddall, birth to Harriet Overington and Henry Siddall from April 15, 1854.

Henry and Harriet Siddall Arrive in Canada. First Stop: Creemore, Nottawasaga Township, 1857

Henry, Harriet and young Edward, followed older brothers, Joseph and George Siddall's lead four years prior on their 1856/57 journey to Canada. The personal emigration records show:

- J. Siddall, occupation - carpenter, sailed to Canada from Southampton.
- George Siddall, no occupation given, sailed to Canada from Liverpool.
- Henry Siddall, occupation - cabinet maker, sailed to Canada from Liverpool
- Harriet Siddall, wife, sailed to Canada from Liverpool (assumed ship passage 1856/57)

We can now confidently surmise that the Siddalls came to Canada in a large group of friends, and fellow Yorkshiremen and their families. The immigration statistics of the Yorkshirites to Canada during these **Boom years** were substantial numbers into the thousands. Drawn to the quickly growing number of professional, skilled, and labour jobs calling out, they were settling in with very familiar company. All these newcomers were eager to build and work together, or spread out as they wished, with abundance of steady employment, and choice homesteading opportunities. Although their journey to Canada was some years after Henry's elder brothers' emigration, the journey was fuelled by their enthusiasm for adventure. We now jump forward to **1857**, where in **Creemore, Canada West**, Henry Siddall is found as a journeyman waggon maker at North Elizabeth Street Lot 12 at Mill Street in the down town area. The following is an excerpt from the **Gazetteer and Business Directory of the County of Simcoe for 1857-58**, page 104 from that publication begins the **Creemore, Ontario** section:

THE CANADIAN DIRECTORY FOR 1857-58¹

Directories are a great help in looking at pictures of the past. There are city directories where everyone is listed, county directories, provincial directories and there is even one that lists places in all of Canada and the United States. An agent would come into a town and canvass the people to get the information. They can't be counted on to be completely accurate as people could be missed or unwilling to give details.

Creemore Mills, C. W.² A flourishing village situated on the Mad river in the Township of Nottawasaga, and County of Simcoe. There is a large business done in lumber and flour. Distant from Sunnidale Station, 6 miles, from Nottawasaga Station, 8 miles, and from Collingwood Harbour, 15 miles. Mail, tri weekly. Population about 200.

Bolster, George J., storekeeper
Campbell, Alexander, tanner
Casey, William, blacksmith
Galloway, H., carpenter
Hammond & Co., saw mill
Hill, Edward, school teacher
Hogg, William, boot and shoemaker
Kelly, William, tavernkeeper
Kendrick, John, carpenter and builder
Langtry, Rev. John, B.A., Church of England
Martin, John., Carpenter and builder
Moore, Robert, cooper
Siddle, H., waggonmaker
Thornbury, F. C., storekeeper
Webster, Edward, postmaster and proprietor of saw and flour mills
Webster, George, carding and fuller mills
Wilcox, Samuel, tavernkeeper

NOTES

1. The Canadian Directory for 1857-58.
2. Stands for Canada West.



120

COTEAU ST. PIERRE—CREEMORE MILLS.

1857. [CANADA]

COTEAU ST. PIERRE, C. E.—This place forms a part of the Municipality of the Parish of Montreal, and is situated on the Island of Montreal, at the West end of Mount Royal. Distant from Montreal 4 miles. Population about 1000.

Bélanger, François, farmer.	Leduc, Charles, farmer.
Brodie, Robert, farmer.	Leduc, Dominique, farmer.
Claput, Léandre, general store.	Leduc, Gilbert, farmer.
Décary, François X., farmer.	Leduc, René, farmer.
Décary, Gabriel, farmer.	Madore, Alexandre, blacksmith.
Décary, Gervais, farmer.	Menoway, William, farmer.
Décary, Jérôme, councillor.	Mills, Mrs. James, widow.
Décary, Toussaint, farmer.	Monette, Jérémie, farmer.
Estour, Mrs. M., widow.	Parent, Désiré, engineer.
Garsau, François X., farmer.	Parent, Désiré, farmer.
Gougeon, Antoine, sen., farmer.	Poirier, Jérémie, farmer.
Gougeon, Maurice, farmer.	Poulinville, Gilbert, farmer.
Gougeon, Mobe, farmer.	Prudhomme, Eustache, Jr., farmer.
Hovis, Michel.	Prudhomme, Eustache, sen., farmer.
Hurtubise, Jérémie, farmer.	Prudhomme, Félix, grocer.
Hurtubise, Joseph, farmer.	Prudhomme, Léon, farmer.
Larche dit Larchevêque, Joseph, farmer.	Prudhomme, Maximin, farmer.
Larzé, rev. R., Roman catholic.	Prudhomme, Théophile, farmer.

***COWANSVILLE, C. E.**—A Village in the Township of Dunham, County of Missisquoi, and District of Montreal. The Circuit Court is held here. Distant from Dunham Falls 6 miles, fare 50c. There is a daily stage from St. Albans, Vt., distant 37 miles, fare \$1.75, and the stage from Stanstead Main, distant 40 miles, fare \$2.25, passes through to St. John, distant 14 miles, fare \$1.20, as also another daily stage, via West Farnham, to St. John, distant 20 miles, fare \$1.50, and a daily stage to Granby, distant 10 miles, fare 75c. Daily mail. Population about 250.

Chamberlain, Miss Marion, teacher in Female seminary.	Jones, Robert, blacksmith.
Cowan, Andrew, J.P.	Kathan, J., general store and tavern.
O'VAAN, FRÉDÉRIC, postmaster, clerk of Circuit court,	MILES, EDWARD P., dealer in dry goods, hardware,
proprietor of grist and saw mills, and general	groceries, produce, &c.
merchant.	Missisquoi College, rev. John C. Davison, M.A., principal.
Cowanville Female Seminary, Miss Lucy A. Wilkes,	O'HALLORAN, JAMES, advocate.
principal; Miss Marion Chamberlain, teacher.	Perley & Kiddier, tanners, shoemakers and harness-
Davison, rev. James C., church of England, principal	makers.
of college.	Plimley, Charles, watchmaker.
Descom, W., brickmaker.	Ralier, James, tavernkeeper.
Duff, rev. Archibald, Congregationalist.	Scott, Thomas, carriage-maker.
Eldridge, Freeman L., woollen factory, saw mill, &c.	Stevenson, Robert, bailiff.
Gleason, Eiram, storekeeper.	Stevenson, William, bailiff.
Goddard, Rufus, shoemaker.	Taylor, Joseph, tailor.
Hildreth, —, M.D.	Wilkes, Miss Lucy A., principal of Female seminary.

CRAIGLEITH, C. W.—A small fishing village situated on Craigley Bay, Lake Huron, in the Township of Collingwood and County of Grey. The village stands at the foot of the Blue Mountain, the highest ground in the surrounding country. Craigleith has excellent stone quarries. Distant from Collingwood Harbour about 6 miles. Daily mail.

Fleming, A. G., postmaster.

CRAIGVILLE, C. E.—A small Village situated in the Township of Bristol and County of Pictou. Distant from Ottawa 20 miles, and from Portage du Fort 10 miles. Mail tri-weekly. Population about 50.

Coie, Charles, waggonmaker.	McKillop, Daniel.
CRAIG, WILLIAM, J.P., general merchant, and dealer	Morrison, Alexander, shoemaker.
in all kinds of country produce.	Morrison, David, tailor.
Larmond, Félix, blacksmith.	Morrison, George, blacksmith.
McKillop, Angus.	Young, Hugh.

CREEMORE MILLS, C. W.—A flourishing Village situated on the Mad River, in the Township of Nottawasaga and County of Simcoe. There is a large business done in lumber and flour. Distant from Sunnidale station 6 miles, from Nottawasaga station 8 miles, and from Collingwood Harbor 15 miles. Mail tri-weekly. Population about 200.

Bolster, George J., storekeeper.	Langtry, rev. John, B.A., church of England.
Campbell, Alexander, tanner.	Martin, John, carpenter and builder.
Casey, William, blacksmith.	Moore, Robert, cooper.
Galloway, H., carpenter.	Siddle, H., waggonmaker.
Hammond & Co., saw mill.	Thornbury, F. C., storekeeper.
Hill, Edward, school teacher.	WEBSTER, EDWARD, postmaster, and proprietor of
Hogg, William, boot and shoe maker.	saw and flouring mills.
Kelly, William, tavernkeeper.	Webster, George, carding and fulling mills.
Kendrick, John, carpenter and builder.	Wilcox, Samuel, tavernkeeper.

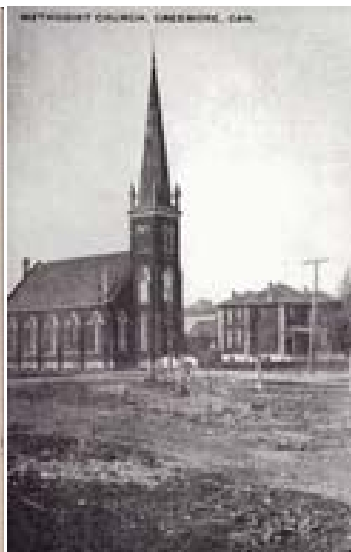
* Also called Nelsonville.

Beginnings: Creemore, Nottawasaga Township, Simcoe County, Canada West

CREEMORE. - (Irish, signifying great heart) A post village, pleasantly situated in the midst of a beautiful and prolific farming country, in the Township of Nottawasaga. The Mad River runs through the village, affording excellent manufacturing facilities, and giving to the votaries of old Ike Walton, unsurpassed facilities for catching speckled trout. This village is 17.6 miles from Barrie, and 6 1/2 from Sunnidale, the nearest station on the Northern Railway. The village contains a post office, established in 1851, Ed Webster being the first postmaster, an Episcopal church, Methodist Episcopal church, and a Presbyterian church, about one mile distant. A Loyal Orange Lodge holds meetings here; and a fine collection of Indian relics will be found in the village. The neighborhood is noted for being remarkably healthy, and it is a favourite resort for pleasure seekers. Tri-weekly mail. Population, about 250.



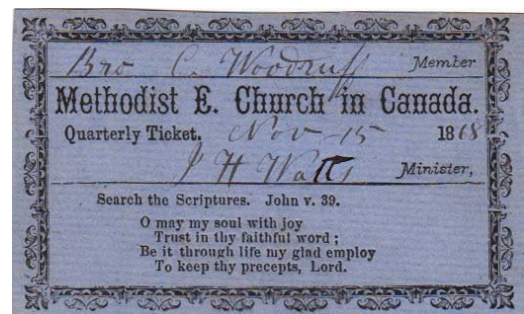
*Creemore Mills looking west at Caroline Street: Late 1880's. The shop on the right reads: **Joseph Akitt * Stoves and Tinware**. Note the Wagons parked along the street to the left, right and centre of the road. Creemore had its share of wagon makers, wheelwrights, and blacksmiths.*



Far Left - The first public school in Creemore Mills - Circa 1860

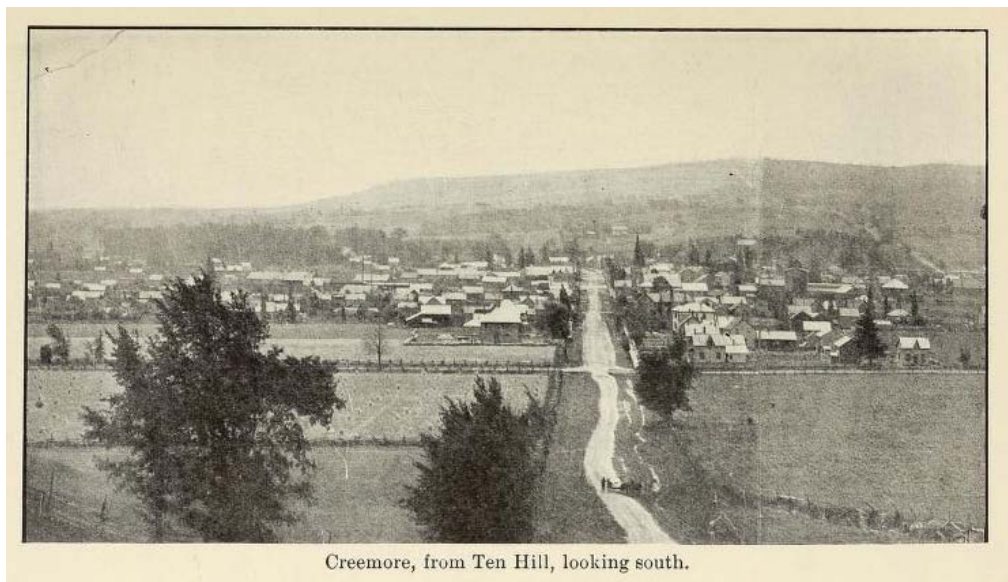
Left Methodist Episcopal Church.

Below - Quarterly Ticket of Bro. Chas Woodruff. Signed by J.H. Watt, Minister. All items from family archives.



Creemore was officially founded by William Nulty in 1842. Residing in Nottawasaga Township, as it was then known, one Mr. Nulty opened a colonization office and a small government store with supplies to meet the requirements of settlers. This became the impetus of the heavy migration of Yorkshiremen and the impetus that drew George, Joseph and later younger brother Henry Siddall from Barmby Moor. Land surveyor, William Gibbard prepared and published a map in December of that year. By 1845, a run of stones was installed in the east end of the mill to grind grain into flour. The grain and flour were hauled by ox cart. In 1849 the first post office was built and was originally called Creemore Mills. Mail was couriered in from Barrie, (then called Allandale) on horseback. Through the 1850's and 60's more businesses were starting up, as a better paying alternative than farming. Canadian author, Helen Emmett Blackburn, of *The Bridges of Creemore Mills*, notes "the Northern railroad was proposed to come through Creemore, harkening a rosy, and prosperous future for the area, with people coming in, buying lots, businesses growing, and with mills, blacksmith and wagon shops, churches and taverns. Mr. George Evans was the first blacksmith in Creemore. His shop stood on the 4th Line between the mill dam and the and the Mad River" Two other wagon and blacksmithing shops soon opened nearby, by Mr. Robert Steele, and Mr. Henry Mathers. As Creemore grew so did the prosperity and livelihood of the surrounding area. The rich fertile farm land producing crops were now readily shipped to distant markets by the railway. Within two years, a sawmill was built to cut lumber with an old sash mill driven by a flutter water-wheel. By 1886 the Creemore Star newspaper began to publish, which listed businesses, Court of Justice, tailor, dental surgeon, Matchett House accommodation, stabling and livery, and funeral director. Hair cutting, and shaving parlour, veterinary clinic dry goods, house & sign painter, bank, tannery, blacksmith and waggon maker, lawyers, voice lessons and foundry. Creemore was a very thriving community! The Hamilton and Northwestern Railway faithfully served the area while Canada was formed into nationhood, later to be taken over by the Grand Trunk Railway in 1888. The railway remained in limited operation until being abandoned in 1960. Today, some 140 years later, Creemore has not grown much and has retained its quaintness. In 2018 a quick search on Google will return Creemore Springs Brewery, a very popular establishment, and large local employer on Mill Street. A primary and valuable record for the early days of Creemore, namely, the 1851 Simcoe County census, was lost forever in a fire, hence, there are no census records of parts of Simcoe County, including Creemore prior to 1853.

History interpreted from: *of 16 Photo below from: A History of Simcoe County by Andrew. Frederick. Hunter, 1909*



Creemore 1909, from Ten Hill, looking south.

Creemore, from Ten Hill, looking south.



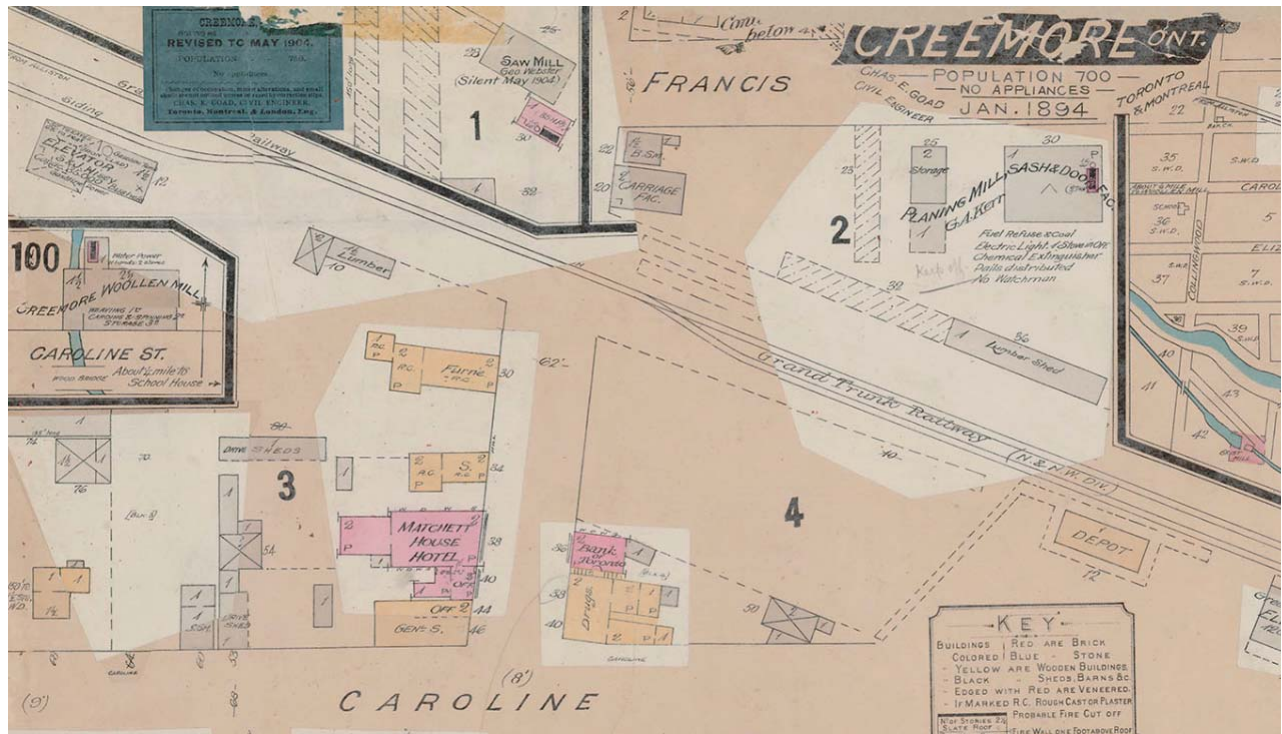
The railway station at Creemore, stood 1878-1906 firstly, on the Hamilton & North Western Rwy. Grand Trunk took over this branch line in 1888 and was subsequently consolidated into the CNR. Train travel in the area was an immeasurable improvement over uncertainty and discomfort of the stagecoach. A journey that previously took a week by stagecoach dealing with changing horses and frequent stagecoach changes, plus terrible road conditions took only a day by train. The branch line was opened from Beeton and Collingwood in 1878. Although the train that ran that line had many names - the Blue Mountain Flyer, the Beeton Flyer, and the Virginia Creeper, it came to known as the Hog Special because of all the hogs that were shipped to the packing plant in Collingwood in the affluent 1890's by Sam and Jake Hissey. At Creemore, the largest community between Alliston and Collingwood, a station, waiting room and freight shed was built shortly after 1878. In 1912 the Grand Truck built a new station across the tracks, with a larger waiting room, beautifully panelled in British Columbia fir. A ticket and telegraph office and large express freight room. The station was destroyed by fire in 1955.

The line saw limited freight service until it was finally shut down in 1960.

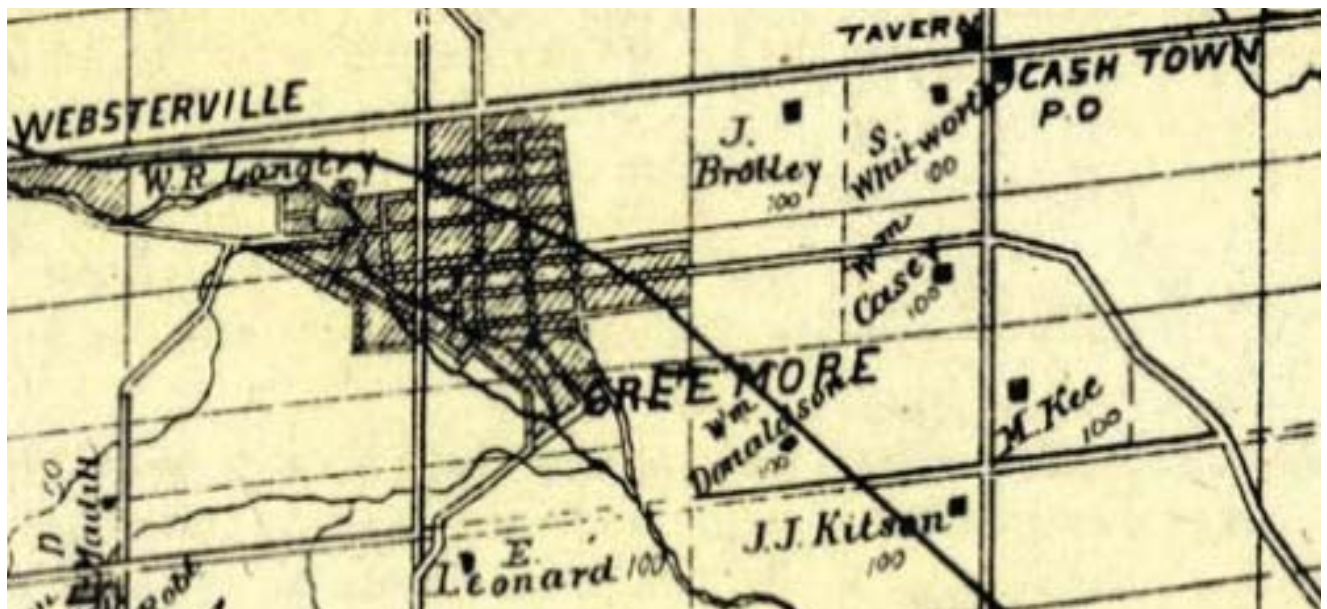


Original post card: Grand Trunk Rail line at Creemore Mills looking southeast from grain elevator and station house. The GTR was in operation here from 1878 until abandoned in 1960. The S&J Hisey grain elevator sat on the south side of the track siding towards the north end of town. The Methodist Episcopal Church steeple where the Woodruff family attended is on the left.

excerpts: Collingwood rail history, Simcoe.com /collingwood railway history



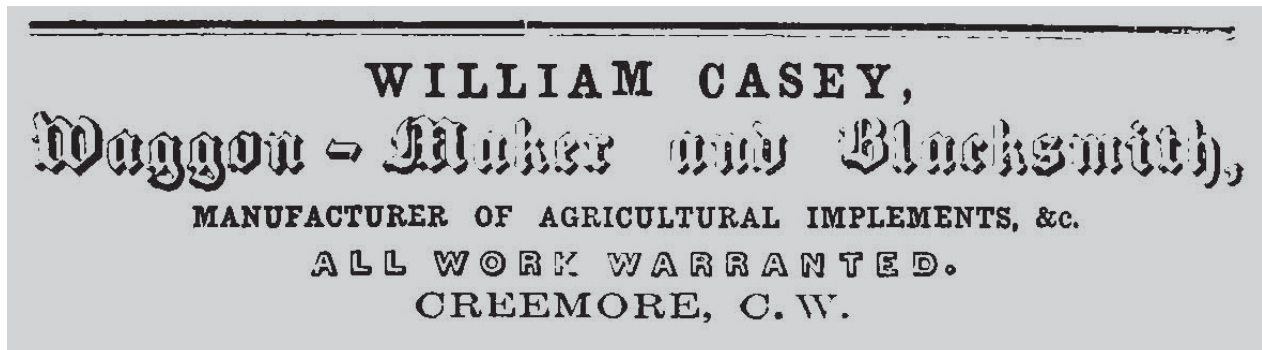
This 1894 Fire Map of Creemore (above) was published by Civil Engineer Charles E. Goad when the local population was 700. It illustrates the distribution of buildings around the town and type of construction material and veneers. The fire insurance industry was another beneficiary of the immigration boom of the earlier half of the century. The map centres on the Grand Trunk Railway line running northwest through the town and shows an S & J Hisey 35,000 bushel grain elevator south of the siding. To the north side of the tracks is a lumber shed for the sash and door planing mill. The map notes that the storage area contains **“fuel, refuse, coal, electric light and a stove in the office. Chemical extinguisher. (water) pails distributed. No watchman”**. Obviously risk factors are listed for fire insurance considerations.



George Tremaine, cartographer, created very accurate maps of most of southern Ontario between 1850's and 60's. This map of Creemore featured a property owned by William Casey.

Now things get interesting: Henry Siddall and William Casey Business associates?

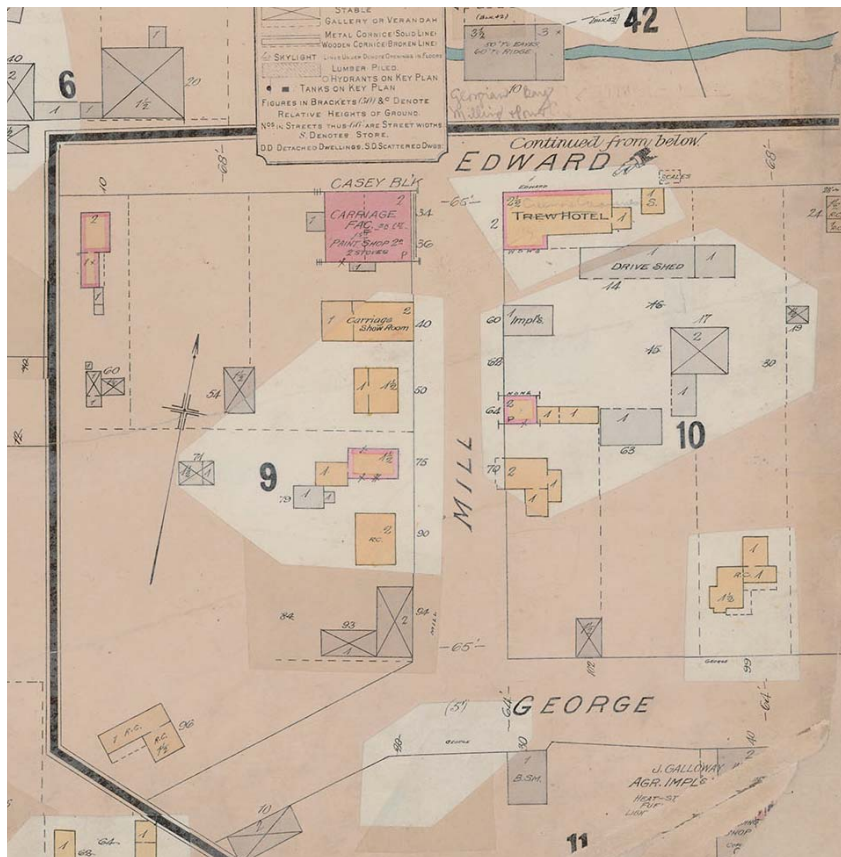
If you read over the detail on page 49, the Canadian Gazetteer and Business Directory of the County of Simcoe for 1857-58, and the accompanying Business Assessment Record for 1858, you will notice a familiar name. **Henry Siddall**, assuming there was only one Henry Siddall, (Waggon maker) aged 29 in the area, he was indeed our ancestor living in Creemore with Harriet and young Edward. At this juncture, having recently arrived, from England, Henry, with several years of journeyman skills in waggon building, carpentry, and associated skilled trades, came in with an impressive C.V. with which to find employment. Henry, Harriet and their young family would reside in Creemore for about 2 years, (est.) before moving south to the Township of Mimico in Peel County, and then to Sand Hill. **William Casey**, 2nd husband of Charles Woodruff's widowed mother, Elmina Charity, founded a blacksmith and waggon making shop on Edward Street. Two other wagon and blacksmithing shops soon opened nearby, by Mr. Robert Steele, and Mr. Henry Mathers. As Creemore grew, so did the prosperity and livelihood of the surrounding area. The rich fertile farm land producing crops were now readily shipped to markets by the railway to distant markets. In Creemore town, the business relationships most certainly were professional between Henry Siddall, being a journeyman wagon maker, and William Casey, as a blacksmith, and only two years younger. William had moved to Creemore from Springfield, in the south west corner of Ontario, was the new stepfather of our great grandfather, **Charles Edward Woodruff**. Charles at this time was 8 years old, and only 4 years following his father, Russell Woodruff's death. William, Elmina Charity, and Charles and the rest of the Woodruff family relocated here from Springfield attracted by the call for skilled trades-



men, and potential prosperity.

The depth of this relationship could never have been imagined, where the future grandson of Henry Siddall, namely, William Henry Siddall, born 1884 would marry then, 5 year old Charles Edward Woodruff's future daughter Eva Elmina Woodruff, born 1885, some 27 years in the future! Very interesting indeed.

William Casey's name was printed on the map (page 54), by surveyor /cartographer, George Tremaine who compiled large wall maps of most of the counties of southern Ontario in the 1850s and 1860s. Casey owned properties at lots 10, and 11 North Edward St. and Elizabeth Street S 1/2 lots 11 and 12 (1868 Census). Casey also shared a shop with Christian Fox, a cooper by trade, at lot 7 S. on George Street. At this time, Charles Woodruff 22, is a journeyman wagon maker, located at east 1/2, lot 8, Concession 3. Henry Siddall is found in the 1857 and 1858 Business Assessment Records also know as the Business Gazetteer, with two Creemore properties listed, on North Elizabeth St. and a property on West Mill Street at George Street. Henry, Harriet and young Edward only lived in the Creemore area for about two years, and they may have headed south to Islington, on brother, Joseph's beaconing to join him at the Burnhamthorpe shop and re-aquaint with the family, being apart during his earlier training years in England.



In this inset of the 1894 Fire Map of Creemore (page 18), the **Casey Block**, is named for long time resident, blacksmith, and Waggon Maker, William Casey. His business complex took the downtown corner of Edward and Mill Streets. The 2 storey, corner building containing businesses #34 and #36 show it as a carriage facility and paint shop. Next to it to the south #40 is the carriage showroom. One other unidentified building #50 is also on the lot. No evidence has come to light that Henry Siddall had his own waggon shop, and may in fact have been an employee of the well established William Casey. Henry and Harriet spent only about two years in Creemore, before venturing south to live and work near older brother, Joseph in Sand Hill, Peel County.



A Blacksmith's Shop typical of the the day Mid to late 1800's. Other supportive trades and businesses include: blacksmith, wagon maker, labourer, cooper, tinsmith, carpenter, saddler, shoemaker, mason, yeoman, builder, framer, joiner, and Inn keeper. Creemore and similar towns had them all, and that was only the Trades.

Excerpts from Peel County Archives.

Getting Down to Business - Waggon Building, Smithing and Family in Creemore

CREEMORE. A village on Mad river and on the B & C br N & N W div GT Ry, in Nottawasaga tp, Simcoe Co, 22 miles west of Barrie, the county seat. Nearest bank at Stayner. It contains Methodist, Presbyterian and Episcopal churches and a public school. Population 600. Telegraph GNW. Express American. Mail daily. Alexander Gillespie, postmaster.

Banner T B, waggonmaker.

Carlton John, blacksmith.

Casey Wm, blacksmith.

Cauthers Wm, undertaker.

Corbett W J, druggist.

Dack Thomas B, physician.

Gillespie Alexander, general store.

Hisey S, butcher.

Hood Joseph, general store.

Jerrett James, saw mill.

Langtry Wm, cabinetmaker.

Lawrence George, general store.

Leonard Elias, hotel.



William Casey's former home on Edward Street, Creemore. He also owned the home across the street, possibly as a rental.



Above: William Casey, owned a waggon and blacksmith shop at North Edward and this home at S. Elizabeth Street. (Google Streetview)

Middle left: Possibly Henry Siddall's Creemore residence at 12 North Elizabeth Street, but only if the home predates 1857-58.

Below Middle: Henry Siddall was listed as a waggon maker with the address on West Mill Street at George Street. Could this be what remains of the waggon shop?



Joseph Siddall

(1819-1891)

Catherine McKay

(1824-1909) - Story by Catherine Pillinger

Joseph Siddall was born on the 28th of February, 1819 in Barmby on the Moor, Yorkshire, England. The names of his parents are William and Elizabeth Atkinson. According to census information, Joseph was a Wesleyan Methodist. On the 16th of October, 1845 at Islington, Peel, Ontario, Joseph Siddall married Catherine McKay. Rev. G. R. Sanderson performed the ceremony. Catherine McKay was from Whitchurch Township, York, Ontario. She was born on the 26th of May 1824 in Ontario.

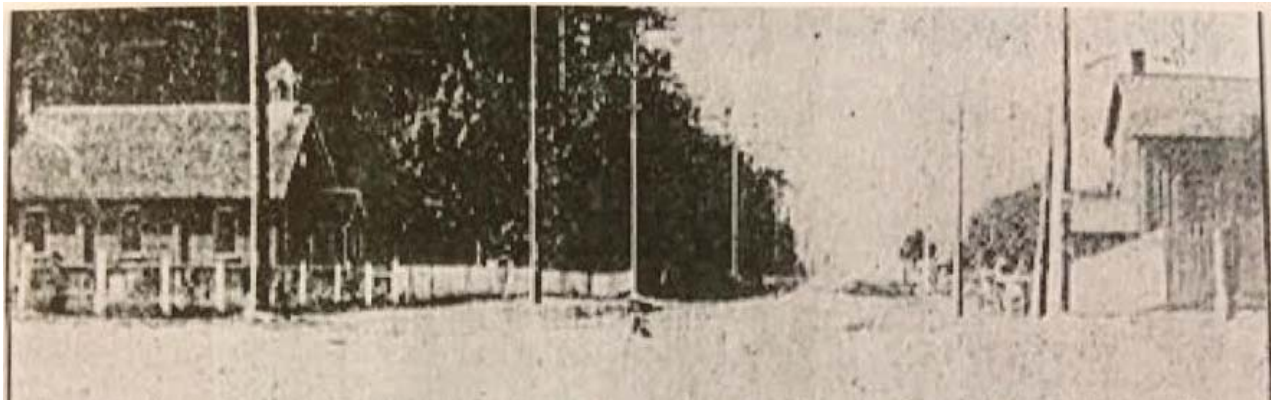


Her parents (names not known yet) were from Scotland. Catherine was also a Methodist. On the 26th of July 1846, Joseph and Catherine had a son, William Siddall. He died just before his sixth birthday on 20 July 1852. By 1871 Joseph and Catherine had young Annie Dorsey living with them, who was going to school, and also Margaret Ralph, who was listed in the census return as a servant. I suspect that Annie Dorsey was their neice, otherwise I cannot explain why she would

be living with them when her brother and sister were still living with her father Robert Dorsey and his second wife Susannah just a few houses away. Catherine McKay could have been the sister of Annie's dead mother Margaret McKay Dorsey. Annie must have lived much of her life with the Siddalls because in her own bible she listed them as her 'parents' instead of Robert and Margaret Dorsey. Annie also listed Margaret Ralph as the Siddalls "child"... so Margaret must have been more than just a servant to the family. Joseph Siddall was a very prominent member of the community. He [and brother Henry,] owned Siddall's Waggon Shop in the tiny hamlet of Sand Hill, which appears on a famous map of Peel County. Siddall's Waggon Shop was on the southeast corner of what is now Burnhamthorpe and Dixie Roads. Robert Dorsey always wrote down his occupation in censuses and County Directories as a "waggon maker", but never had a shop. Given the small size of Sand Hill (which later became Burnhamthorpe), I suspect he worked with Joseph Siddall in his waggon shop. And especially given the fact that Joseph Siddall was raising his daughter, I think they were business partners/brothers-in-law. Joseph Siddall's name appears on the deed which transferred the ownership of the Sand Hill cemetery (southwest corner of Burnhamthorpe and Dixie Rds) over to the adjoining Methodist church. A new church was built across the street in 1875, which still stands today in 1998 although it is presently abandoned and for sale.

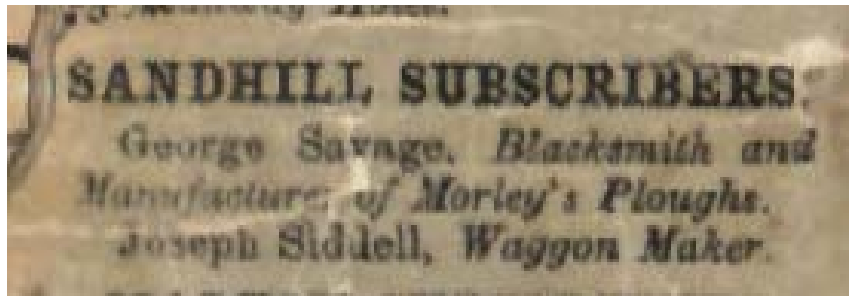
[illegible]

family, would soon have their third son, Alfred in 1863, followed by William Henry in 1865, named after his grandfather, in Barmby Moor. Finally a girl, Ada, in 1867. The village could be seen as a lot subdivision at Burnhamthorpe and Dixie at the southeast corner. The Siddall waggon shop was located somewhere within this subdivision. Dixie was first known as Sydenham, the first community to spring up in Toronto Township as settlers came in along the rutted trails of Dundas Street in 1806-07 and took up land grants. It was finally renamed by John Abelson, who had come from **Burnham-Thorpe**, England, in honour of the birthplace of Lord Nelson. Burnhamthorpe translates roughly as “Stone Hearth”. An early Atlas of Peel County, published in 1877, places the Hamlet of Burnhamthorpe at twelve miles from Brampton and fourteen miles from Toronto.



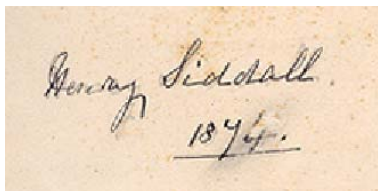
The Hamlet of Burnhamthorpe (above). In the centre is Sandhill, at the junction of Dixie Road (looking west) and Burnhamthorpe Road, Islington, later renamed Burnhamthorpe Village

The first store and post office in the hamlet were originally located in a series of buildings, which from 1840 to 1876 included a Sons of Temperance Hall, where church services were held, and an Orange Lodge. In 1876, James Curry purchased the buildings. He turned the hall into living quarters for his family, with a store in the front as well as the post office. Another of the larger buildings he turned into a mill, and rented out the store and mill to Fred Gill for five dollars a month. Elsewhere, in the more populous area of Islington, Joseph Siddall purchased 1 acre from Francis Logan in 1850, and an additional one acre from business colleague, George Savage who also arrived in Canada in 1830 from Yorkshire, with the group of Honeywood "pioneers" later became Burnhamthorpe's local village blacksmith. George Savage was on the town council and was noted as being very active in politics. He acted as postmaster for many years, and was also a member of the Orange Lodge. Mr. Savage also kept bees, and it is said that many people used to come and see "George's bees". His son, James G. Savage, was also a blacksmith who made farming tools, and implements as well as working as a postal carrier. **Joseph Siddall** partnered with George Savage, who held title to **Savage's Blacksmith Shop and Plough Factory** and **Siddall's Waggon Shop**, Henry the third "partner" worked there for the rest of his career applying the trade he apprenticed for, long ago in Barmby on the Moor.



George Tremaine Atlas Maps shows locations of villages, land owners, business subscribers, who subscribed funding to the map's production. This from 1859. This was likely the hayday of the business at the Burnhamthorpe waggon shop. Working side by side with George Savage's blacksmithing they supplied the local farming community.

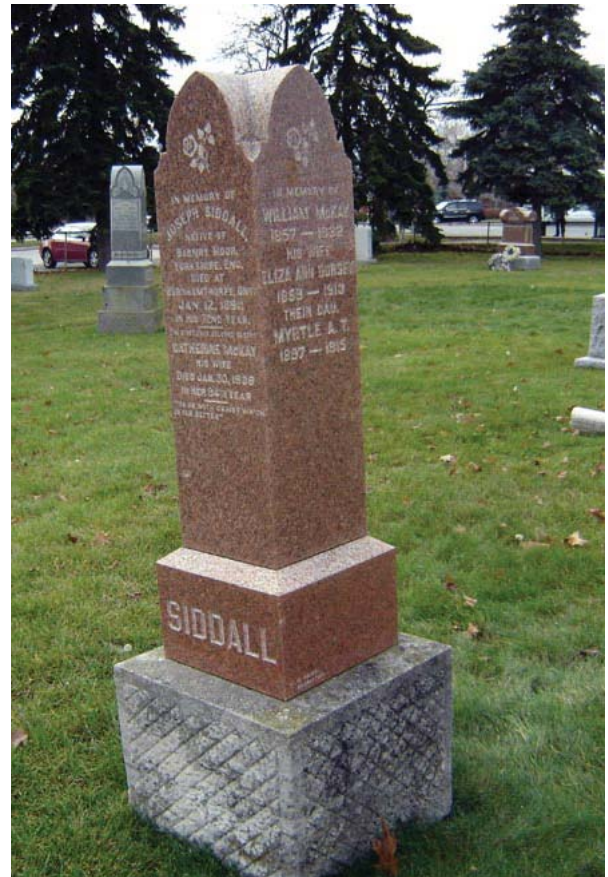
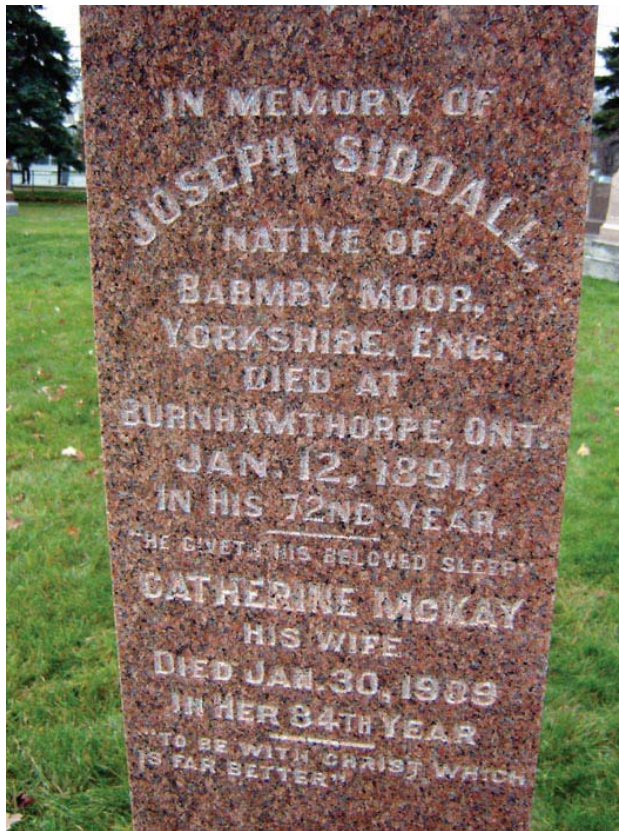
Burnhamthorpe. (The Lost Village) below, near the Burnhamthorpe Road junction looking south on Dixie Road.



Left: Henry's signature in ink from his family Bible. 1874

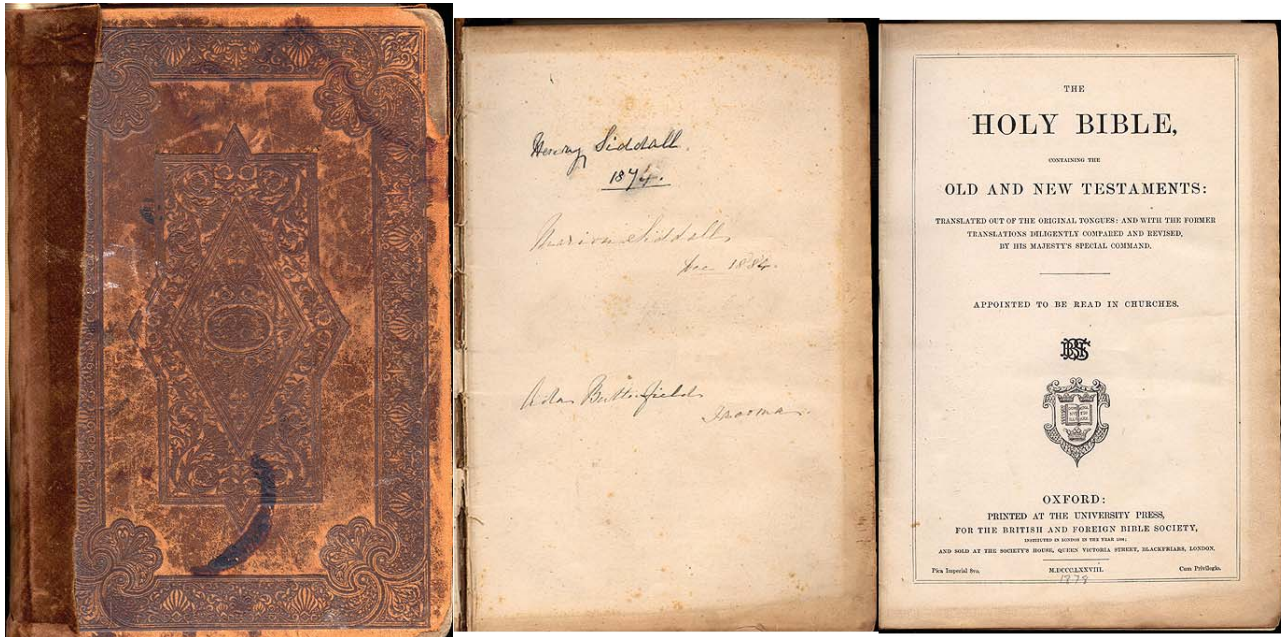
The 1871 Canadian Census had brother Henry, aged 42 registered as a waggon maker in Etobicoke, York West County. Joseph, then aged 52 was registered as a carpenter in Toronto Township, Peel County. This census only listed heads of households. From the 1877 Peel County Historical Atlas,

Joseph Siddall's name appears on the deed which transferred the ownership of the Sand Hill cemetery (southwest corner of Burnhamthorpe and Dixie Rds) over to the adjoining Methodist church. A new church was built across the street in 1875, which still stands today in 2018. Joseph Siddall died on the 12th of January, 1891 in Burnhamthorpe of heart failure. In the 1901 census Catherine Siddall was living alone as a widow. Catherine died on the 30th of January, 1909. She and her husband are buried in the Burnhamthorpe Primitive Methodist Cemetery in the same plot as their "daughter" Annie Dorsey McKay and her husband William McKay. Later, in 1915, Annie's young daughter Myrtle was buried in the same plot. In 1932, Annie's husband William was also be buried in the same plot.



Joseph Siddall, of Burnhamthorpe, went to meet the 5 o'clock train at Dixie. When he got home he lay down to rest and almost immediately expired. He was 72 years old.

Joseph Siddall's head stone 1891. His wife Catherine was buried next to him in 1909 in the Burnhamthorpe Primitive Methodist Cemetery



Henry's Siddall's family Bible, printed 1878, but signed 1874 (in error). It was two years after Harriet's death. The Bible was passed down from Henry's son, William Henry, to his daughter, Kathleen Siddall and to the author. Henry and Marion Young marriage entry (right) dated October 23, 1873 in Meaford, Ontario

Henry outlived Harriet, who died in 1872 at aged 42. Henry remarried to Marion Young (1829-1923) who in time outlived Henry. Henry died December 18, 1884 in Islington Ontario, and is interred in St. George's On the Hill cemetery. Also interred with Henry are both his wives, Marion and Harriet.



Henry, Harriet, and Marion Siddall headstone #613 St Georges on the Hill Cemetary, Islington, Ontario



**St. George's Church
on-the-hill
Cemetery,
Islington, Ontario**

MARRIAGES.	
DATE	NAME
1874	Henry Siddall
1875	Harriet Siddall
1876	England
1877	Marriage Book
1878	William and Rachel Siddall
1879	Marion Young
1880	Meaford
1881	England
1882	John and Mary Ann Young
1883	James H. Thompson
1884	Charles L. Thompson
1885	Meaford
October 25 th 1873	Meaford
1874	Church of England
1875	Church of England
1876	Thomas Watson
1877	Meaford
1878	Meaford
1879	Meaford
1880	Meaford
1881	Meaford
1882	Meaford
1883	Meaford
1884	Meaford
1885	Meaford
1886	Meaford
1887	Meaford
1888	Meaford
1889	Meaford
1890	Meaford
1891	Meaford
1892	Meaford
1893	Meaford
1894	Meaford
1895	Meaford
1896	Meaford
1897	Meaford
1898	Meaford
1899	Meaford
1900	Meaford

1871 Census: York County West Etobicoke Township - Siddall Family listing Page 1:

17. SIDDALL Henry	m 42	England	- Church of England - English - wagon maker - married
18. SIDDALL Harriet	f 38	England	- Church of England - married
19. SIDDALL Edward	m 17	England	- Church of England - English - wagon maker
20. SIDDALL Charles	m 14	Ont	- Church of England - English
01. SIDDALL Alfred	m. 9	Ont	- Church of England - English (page 2)
02. SIDDALL William H.	m. 7	Ont	- Church of England - English
03. SIDDALL Ada	f 4	Ont	- Church of England - English

Charles Siddall (Jan 1857-1916)
Harriet Ortt (May 16 1851)



Charles Siddall and his younger brother William Henry after whom Grandpa William Henry Siddall was named

Charles Siddall was the second of five children, and first Canadian born to **Harriet and Henry Siddall**. A New Years baby, on a cold morning in 1857 in Mimico, Etobicoke County, Ontario. Harriet died when he was 15, and still in school. His older brother Edward was 18, and younger brothers, Will and Alfred were 9 and 7 respectively, and then youngest, Ada was only 5. This was a sad and tragic situation for the young, and now motherless children and Henry, now a widowed father to care for them and earn a living. Sometime before the age of 23, Charles left home and family, and relocated to the small town of **Seguin Falls**. Located in the the rocky uplands east of the town of Parry Sound, Ontario. Seguin Falls began as a tiny village around 1872 on the junction of Nippissing Colonization Road and the Christie Colonization Road, which in its early days was both a camp and stop-over town, where

weary stage travellers could disembark for a meal and overnight rest at Burk's Hotel. Mr. David Burk, a most genial and hospitable host, ran the self-named Hotel, and was also the local postmaster right up until he died in 1879. His wife, Henrietta, took over for a few more years. Following the arrival of Booth's Railway, later OA&PS Railway, and finally, the Grand Trunk. 25 years later, the Spence Lumber Company built a mill at the location where the railway met the Nippissing Road. The saw and shingle mill provided employment for the village's workers as the village continued to grow, adding two stores, a post office, a church, the brick school and the **King George Hotel**. The King George Hotel owned by Mr. and Mrs. McKinnon provided good food and rest for tired travellers. The ruined remains of the fireplace can be found where the railway meets the road. A number of attractive homes were built on the south end of the road and a group of worker's cabins were built on top of the hill. From there, other businesses followed and moved south. Seguin Fall's businesses relocated 2 km south, in order to be closer to the rail line and station and a new Seguin Falls was born. Barely a ghost town abandoned due to the economic decline and closure of the mill. In 1933 an ice floe destroyed a railway trestle in Algonquin Park, ending through service on the rail line. Today, Seguin Falls is a sportsman's paradise and much treasured cottage country on the eastern shores of the Georgian Bay, just a memory of the once rich and prosperous forestry region which attracted many a migrant worker, and strong young men eager to earn a good wage. Perhaps it was this eagerness which brought young Charles Siddall to work here.

Presently, a young woman named Harriet Ortt, or Hattie, as she was better known, the granddaughter of an officer of the British military and the daughter of David Ortt, and Mary Ann Tufford of Canborough, Ontario, also found her way to this busy lumber producing area, perhaps also drawn by the promise of steady employment and the prospects of finding a handsome lad with which to start a family. Harriet took a job with one of the hotels. Perhaps she was in the employ of Mrs. McKinnon at The King George Hotel when she met Charles. However they came to meet, Charles and Harriet were married the 15th of July 1880 in Meaford on Georgian Bay north of Creemore. Charles was 23 and Hattie, 29. The backwoods had served them well until it was decided to go, and they moved on by 1881 to the southern farming region of Ontario near Lake Erie. The small town of Delhi, (del-high) Norfolk County Ontario. Prior to World War I it was called Berlin, but changed for obvious reasons. This was their destination, and they bought a farm at auction, with their earnings. The farmland around Delhi is a rich vegetable and tobacco growing region. Their first child was born in September 1881, a son they named David. They had four more children, Ellen, Amy, Joseph, and William Henry, or as he was always known thereafter, **Bill**. Also living in the area around Delhi was William Henry, Charles' younger brother by 7 years, and his wife Patty Sainsbury Ide. Uncle William Siddall and Aunt Pattie had seven children, Gladys, Henry Ide. Edward, Kenneth, Harold, Elizabeth, and Kathleen. William and the family remained in Ontario until about 1891-92, before moving west after the farm sold at auction. Travelling on the train across Canada to



King George Hotel Seguin Falls, Ontario possibly where Charles lived and Hattie worked in 1880



Hattie and Charles Siddall's children:
David 8, Ellen 7, William (Bill) 5, Amy
3. Photo taken in Delhi Ontario 1892

Delta, and a rural and rustic river side village of Ladner's Landing, a small agricultural and fishing village on the Fraser River. All their children were born in Ladner BC, except Gladys and Kenneth, both born in Etobicoke, Ontario. William continued in farming, according to his great grand daughter, Michelle Yvonne Webb. (2018) His farming career carried over in Ladner, with a barn, a steam powered threshing tractor, a team of horses and a wagon or two. Charles and Harriet Siddall's children were all older than William & Pattie's. Dave, Harriet's Joseph and Patty and William's first child, Gladys were both the same age. After the move west, in 1900, a letter was written and sent back to Ontario, something that interested the younger Bill Siddall considerably more than working on his father's farm. A grocery and dry goods market in Ladner opened a position for an apprentice clerk. At age 16, Bill must have beamed at the chance to go out west, and begin a new and exciting career in British Columbia. Things were happening in Ladner's Landing. Bill's story picks up from here where he boarded the CPR train in Ontario with a suitcase and small trunk and he was off to the west coast of Canada. Bill's own family would move later to Vancouver, but ultimately to Tacoma Washington.

From the time Bill stepped off the train in Ladner, he lived in his Uncle William and Aunt Pattie's residence on the farm in Ladner. The farm was west of Arthur Drive just off 36 Ave. south of Crombie Park. Living on the farm with his cousins and Aunt Pattie cooking meals must have been quite different, leaving all his brothers and sisters in Delhi. Ladner's Landing was a centre point of food production field crops, berries and root vegetables, and fruits galore, game birds, fresh fish from the Strait of Georgia, and Fraser River, and of course all the prize beef, pork, lamb and poultry in abundance. It was just the place to learn the grocery and merchandising business. When Will was not working, there was his knack for film photography. His access to all the equipment was as close as the next journey into Vancouver. Much of this chapter would be quite different without his own photographs included. It seems young Bill Siddall became quite adept at raising and breeding ducks, geese and chickens according to The **Delta Agricultural Society 16th Annual Livestock Exhibition**, on September 26, 1903. In the competition were a goose and gander, a pair of Pekin ducks, a pair of Buff Leghorns, a pair of duck bred 1903, and a pair of chickens same year. Probably all deserving of a ribbon for Division E Poultry.



*Above: Duck shoot at Ladner's Landing -1904
Photo by Bill Siddall*



Vol. 1. No. 4. LADNER, B.C., SATURDAY, OCTOBER 3, 1903.

The Delta's Great Show

A Very Successful Event and Well Patronized.

The Delta Agricultural Society held their 16th annual exhibition on Saturday last, the 26th September on their spacious grounds, under rather unfavorable circumstances. The weather for some time previous had been very unsettled, rain having fallen for several days just previous to its opening, and lots of grain suffering in the fields conducted to dishearten the farmers and made itself felt in the scarcity of exhibits.

All the exhibits, though lacking in quantity were of decidedly good quality. The root crops were excellent as also was the fruit, and very hard to beat, no matter where raised.

The most noticeable display was that from Trenant Park, there being sixty entries, many of which took first prize. If more interest were displayed in individual exhibits, it would tend to increase the number of exhibitors and would be an inducement to improve the quality and quantity of farm produce grown by each farmer.

team on the grounds—Andrew Brown. Lady driving—Miss Davis. Sucking colt by Premier Prince, F. B. Pemberton, Wellington Farm, J. Gilchrist.

Division C.—Sheep.

Short wool—Ram, aged, J. A. Paterson, 1 and 2; shearing ram, J. A. Paterson, 1 and 2; ram lamb, J. A. Paterson, 1 and 2; pair ewes, aged, J. A. Paterson, 1 and 2; pair ewe lambs, J. A. Paterson, 1 and 2; pair shearing ewes, J. A. Paterson, 1 and 2.

Long wool—Shearing ram, J. Richardson; ram lamb, J. Richardson, 1 and 2; ewes, aged, J. Richardson, 1 and 2; shearing ewes, J. Richardson, 1 and 2.

Division D.—Swine.

Boar, aged, T. E. Ladner; brood sow, D. A. McKee, T. E. Ladner; boar, under six months, D. A. McKee, T. E. Ladner; sow, under six months, J. A. Paterson, T. E. Ladner; best litter pigs, D. A. McKee.

Division E.—Poultry.

Gander and goose, W. Siddall, 1 and 2. Pair Pekin ducks, W. Siddall, 1 and 2. Pair Brahmas, G. R. Manley. Pair Buff Leghorns, W. Siddall, 1 and 2. Pair White Rocks, T. E. Ladner, 1 and 2. Pair Barred Rocks, A. Mogee. Pair Buff Orpingtons, T. E. Ladner, 1 and 2. Pair ducks, bred 1903, W. Siddall, A. Mogee. Pair Chickens, bred 1903, T. E. Ladner, W. Siddall.

Left: Downtown Ladner Steam boat dock and boardwalk - 1904 Photo by Bill Siddall



*Festive fun in Ladner in 1904 included a bicycle race, and a pig race. The bicycle race was held July 7th 1904 between **Mr. J.C. Wade** and **Mr. William H. Siddall**. No details of the race are available, but our **Bill Siddall** was victorious and brought home the beautiful Silver Cup to commemorate the win! The cup is still in the family, but the bicycle alas, is long gone.*



Delta Meat Market

That's where you will find us ready to buy almost anything you have, in the way of Farm Produce, Dead or Alive, at as Small a Price as Possible, and for which We Always Pay the Cash. We also Handle Produce on Commission through our Commodious Warehouses

- McKEE BROS. -

Above: advertisement from 1904 Delta News weekly Newspaper.

Left: McKee Brothers Delta Meat Market - 1904 Located on the waterfront near the steamer dock. A business neighbour of Mr. Smith's Merchandise: Photo by Bill Siddall.



Bill had his own equipment, and chemicals to process his film and prints. The camera was a bellows style Kodak Eastman. He kept this camera for many years, and would use it in Chilliwack, years later. These are three of the many photographic negatives in the collection. Bill's apprenticeship as store clerk for Mr Marshall Smith, who himself was a successful importer and dealer in general merchandise, dry goods, and fresh agricultural produce.

Left: Mr Marshall Smith, Owner of the General Merchandise and Agricultural Produce business in Ladner. Photo by Bill Siddall.

Right: Interior photo of Marshall Smith's store in Ladner. Mr. Smith can be seen left of centre with the mustache. Photo by Bill Siddall.





Bill most likely was encouraged to work around the Siddall farm to cover his room and board. A couple of years into his stay, Bill and his cousin Kenneth took the train back to Ontario to visit his grandparents, the Ide's and Bill's parents Charles and Hattie back in Delhi. This fact was covered in a letter, dated 1966, from Ken Siddall to Ella Siddall after Bill past away. in 1962. The William Siddall farm was situated at the corner of Arthur Drive and 36 Ave. Still in the heart of the agricultural centre of South of the Fraser River, but now surrounded by posh estate homes, cottage industries, berry farms and wineries.



Top left photo: Aunt Patty Sainsbury Ide Siddall in a fancy one horse shay style wagon. This was probably built in Delta or Chilliwack. All the wagons at the Delhi farm in Ontario were sold by auction with the farm, and not practical to transport west.

Top right photo: Uncle William Siddall operating his steam powered threshing tractor.

Middle photo: William's heavy haul wagon with two horse team.

Below photo: Ladner boardwalk at the river



Left photo: Aunt Pattie Sainsbury Ide, taken after her return to Ontario



In a 2018 letter from Michelle Webb, great granddaughter of Aunt Pattie, she explained that Elizabeth Ide Siddall Webb was born in Ladner, but went back to Islington to look after her mother's sister and ended up married. Elizabeth remained in Islington for the rest of her days and is buried at St. Georges on The Hill cemetery. Pattie and William also came back to Islington for good, possibly leaving the Ladner farm to the remaining family. As for the rest of the offspring of William and Patty, Gladys, Henry, Edward, Harold, and Kathleen all remained in and around Ladner. Patty's great granddaughter Sharon Ellis, today in 2018 operates a farm produce market on Westham Island, Delta.

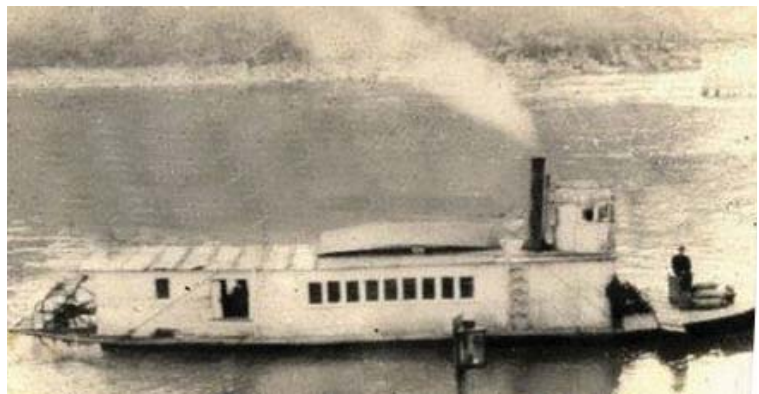
Bill also left Ladner in 1906 with his letter from Mr. Smith, (above) and his suitcase and small trunk and boarded the steamer From New Westminster to Chilliwack up the Fraser River, a journey of 60 odd miles. This was before the B.C. Electric interurban was constructed (1910) and also predates the CNR mainline, on the south side of the river (1914) Above is a circa 1904 photo of the **SS Minto**, taken on the Harrison River, as it approached the dock at Harrison Mills, near the CPR terminal. On August 14, 1900, the little boat completed its sea trials, and the next day started transporting passengers to and from Harrison Mills on a daily basis. This 60-foot sternwheeler (not one of the more aesthetically pleasing vessels plying the Fraser River at that time) had a 12-foot beam and was licensed to carry 20 passengers between the two ports, generally a 20-minute trip. It late winter, the landing was frequently packed with ice floes coming down the river. The ingenious ship mates would improvise long sturdy planks to get the passengers safely aboard or ashore. It is likely that the SS Minto was named after Lord Minto, who was appointed Governor General of Canada in the summer of 1898, not long before Jeff Harrison and Robert Menten acquired and named their new steamship. (Image Credit: Chilliwack Museum and Archives Collection, Photo Number: PP501091. Marshall Smith Letter in Author's collection)

Marshall Smith
Importer and Dealer in
General Merchandise and
Agricultural Produce.
Commission Merchant.

Ladner, B. C., Nov. 10th 1906

This is to certify that Mr. William Siddall has been in my employ for the past two years and is leaving on his own account to endeavor to better his position. I have always found him straight forward and strictly honest in all transactions & am parting with him with regret.

Marshall Smith



—The steamer "Minto," plying the waters of the Fraser and Harrison rivers between here and Harrison station, is a commodious and comfortable little steamer, and is doing a satisfactory business in passenger and freight traffic. She is perfectly safe. Captain R. C. Menten and Purser J. H. Harrison, joint owners in the craft, are courteous and obliging to a degree, and have frequently put themselves out considerably to oblige passengers travelling with them. The fare each way is only 50c., and the sail is a delightful one. Wesley Gammon is also entitled to a word of praise, he having to wait with the 'bus sometimes for hours for the arrival of the boat.



Interior Photo of Ashwell's Store 1906 - by Bill Siddall - circa 1906

he relocated to Chilliwack Landing at the western foot of Wellington Avenue. This was by the river where he purchased one of two small general stores that were already in operation. While based at Chilliwack Landing, Ashwell also served as Chilliwack's postmaster for four years, from 1883 to 1887. Ashwell's was Chilliwack's dominant department store for many years, the predecessor to Spencers and Eatons at that iconic downtown location. George Ashwell passed away in 1913, and for the next ten years, his elder son carried on the Ashwell name and business until 1923 he sold the business after a 50 year run. Suddenly the Ashwell name on the city's retail landscape was gone forever. However, Ashwell Road endures, having become a prominent thoroughfare in the community.

From Chilliwack Perspectives



1904 image shows a parade of girls, all wearing white dresses and white hats, heading west on Wellington Avenue, past the 'new' and bigger Ashwell's Store. At that time, Ashwell's was a two-storey structure, and this building would go on to accommodate a department store operation until it was replaced in 1951.

From Chilliwack History Perspectives



Photo of Bill Siddall outside Ashwell's Store 1906. Film processed by Bill.



Above: 1910 Wellington Ave. Downtown Chilliwack looking west. **Chilliwack Archives photo P180**

Right: Bill Siddall posing with a friend outside the front door of Ashwell's Department Store.

***Below:** Half page advertisement for Ashwell & Son department store in Chilliwack Saturday, May 25, 1907*

From Chilliwack History Perspectives



...It would not take long for Bill to catch someone special's eye, being the handsome, sharp dresser and talented proprietor he was. It seemed like his entire life and future could change with the next person that walked in the door, perhaps wanting help with a box of tea...

59

THE TRADER ABOVE, CHILLIWACK, B. C., RATHBURY, MAY 30, 1907.

(NOTICE TO THE PUBLIC.)

Only Department Store

IN CHILLIWACK

Never before were we in a better position to serve the people of Chilliwack Valley than now. Our new Spring Stock is complete in every department. Our prices are as low as the lowest when quality is considered.

Here are a few prices picked at random from our mammoth stock :

Fresh Groceries	Men's and Boys' Furnishings	Dry Goods	Crockery and Glassware
Mixed Pickles, garden, etc. 1/2 C. & B. Pickles, per bottle 1/2 Potatoes, per 100 1/2 Potatoes, per 100 1/2 Potatoes, per 100 1/2 Potatoes, per 100 1/2 Potatoes, per 100 1/2 Potatoes, per 100 1/2	Men's Suits, 40 to 42 \$12.00 Men's Suits, 42 to 44 \$12.00 Men's Suits, 44 to 46 \$12.00 Men's Suits, 46 to 48 \$12.00 Men's Suits, 48 to 50 \$12.00 Men's Suits, 50 to 52 \$12.00 Men's Suits, 52 to 54 \$12.00 Men's Suits, 54 to 56 \$12.00 Men's Suits, 56 to 58 \$12.00 Men's Suits, 58 to 60 \$12.00 Men's Suits, 60 to 62 \$12.00 Men's Suits, 62 to 64 \$12.00 Men's Suits, 64 to 66 \$12.00 Men's Suits, 66 to 68 \$12.00 Men's Suits, 68 to 70 \$12.00 Men's Suits, 70 to 72 \$12.00 Men's Suits, 72 to 74 \$12.00 Men's Suits, 74 to 76 \$12.00 Men's Suits, 76 to 78 \$12.00 Men's Suits, 78 to 80 \$12.00 Men's Suits, 80 to 82 \$12.00 Men's Suits, 82 to 84 \$12.00 Men's Suits, 84 to 86 \$12.00 Men's Suits, 86 to 88 \$12.00 Men's Suits, 88 to 90 \$12.00 Men's Suits, 90 to 92 \$12.00 Men's Suits, 92 to 94 \$12.00 Men's Suits, 94 to 96 \$12.00 Men's Suits, 96 to 98 \$12.00 Men's Suits, 98 to 100 \$12.00	Ladies' Summer Vests, at 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2	

Eva Elmina Woodruff

(Aug 10, 1885)
(Oct 13, 1976)

Eva Elmina (Ella) Woodruff was born August 10, 1885 in Morden Manitoba to Mary Elizabeth and Charles Edward Woodruff. She was the sixth of seven children, all within fifteen years. The family moved to Carman, from Morden, Manitoba sometime when Ella was very young. The oldest sister, Cora Bell was married in Morden on Wednesday September 17, 1890. She was eighteen and Ella was only five and admitted she didn't remember the wedding. Ella was raised and educated in Carman, and higher grades were attended in Winnipeg. As a youth, she played for the **Carmen Girl's Hockey Club**. From the 1890s on, then, hockey was considered "the legitimate winter sport" for young healthy males. However, females also sometimes played hockey. The main role of women in hockey as in other manly sports was a spectatoral one. They were expected to cheer on the men, and no "big" hockey match was complete without a large number of ladies in the stands. However, females began to play hockey in Winnipeg in 1891-92, and soon they were playing it periodically in communities all over the province. This is not as surprising as it may seem. Women had always been encouraged to skate and therefore, before they were introduced to hockey, many of them had acquired the one essential skill for participation. Normally they played an altered form of the game that made it suitable for them. For example, in ladies' hockey the players did not make violent contact with each other. Frequently the normal "offside" rules were not applied. *Below: This was perhaps a season end party for the team as suggested in this very warm and friendly invitation to The Carman Girl's Hockey Club function*



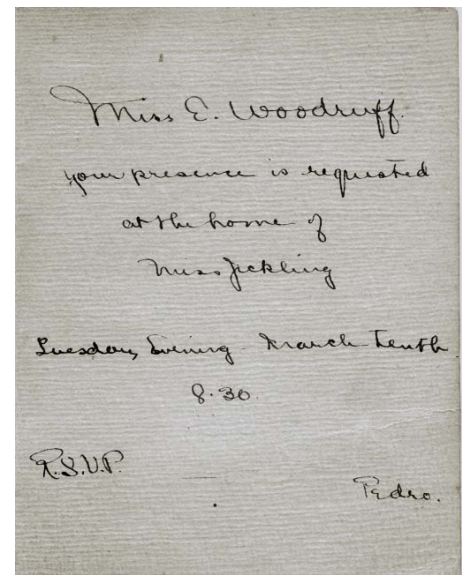
*Ella at 17 in her Sunday Best
Carman Manitoba - 1902*



Invitation cover



Hockey stick lapel pin



Invitation inside



CARMAN MANITOBA 1885 - A PROGRESSIVE TOWN

*Above, and Below: Carman Manitoba - 1902. In 1899 the Carman Village Council had a census taken and a petition was taken to the Provincial government to separate from the nearby village of Dufferin. Excerpts from: **Up to Now, A story of Dufferin and Carman**, published by D.W. Friesen & Sons Ltd. (1967) for the Carman Centennial Book Committee. Available for reference use Boyne Regional Library, Carman History*

Below: 1902 Carman Manitoba - Livery barn, veterinary, feed and stables serving the public on Fournier Ave.

INCORPORATION OF CARMAN VILLAGE
(From Thos. Kernighan's Book)

"Carman had reached a state of population and assessment which appeared to justify the citizens in claiming that they were not receiving their proper share of the municipal expenditures and in 1899 an agitation was started having for its object the separation of Carman from the

Carman — Incorporated 1899; First Council: D. P. Rodgers, Geo. Harris, F. Williams, Mayor, A. Badger, S. H. Somersall.

Municipality of Dufferin and its incorporation as a village. A census was taken and a petition to the government asking for incorporation was largely signed. The government granted the prayer of the petition and January 1st, 1900, saw the Village of Carman started on its way as a separate municipality. Frank Williams was elected mayor, winning one hundred and ninety-seven votes against his opponent J. H. Haver-

son, who obtained thirty-one. Messrs. D. G. Rogers, A. W. Badger, G. H. Burns, and S. H. Somersall were elected as councillors. Thos. Kernighan was appointed secretary-treasurer, and Hugh Harris, constable. This condition continued until 1904 when town incorporation was secured. Other gentlemen who filled the mayor's chair during the village period were J. H. Haverson and T. J. Noble."



Pre-Horseless Carriage Days: Livery barn on Fournier Ave. north.

"The first electric light plant was installed by a private company composed of local men. This was in the time of Village Incorporation. It was a second-hand plant of an obsolete style, and gave very poor satisfaction, and as the services were not very numerous the charges for light had to be rather heavy."

EXCERPTS FROM CARMAN STANDARD

August 21, 1890

"Mr. Johnston Watson, our very efficient teacher, opened the fall term of the Carman School on Thursday last . . ."

"It seems to us that if there is any one thing which we need in Carman more than another it is a decent schoolhouse, large enough at least to afford standing room for the teachers and pupils."

Report of school inspector E. E. Best is given in support. — "A new building is very much needed." —

October 23, 1890

Carman Curling Club permanently organized Monday 20th. James Riddell—President. W. J. Hemenway—Vice-president. J. H. Haverson—Secretary-treasurer. R. G. Macbeth—Chaplain. R. P. & Mrs. Roblin—Patron(ess). Executive Committee: A. G. L. Guy, T. A. Brown, F. D. Stewart, J. Bruce, J. E. Campbell.



ROBERT RUTHERFORD

Mr. Rutherford, one of our older citizens, has spent many years in Carman and has provided us with some interesting history. "Bob" was born on September 10th, 1876 at Cameron, Ontario. In 1896 he went to North Dakota, then in 1898 to Minneapolis where he paid \$35.00 to learn the barber trade. He obtained a job in a shop which charged five cents for a shave and fifteen cents for a haircut.

In 1899 Bob rode his bicycle, on June 26th, from near Glasston, North Dakota to the Strong farm at Barnsley, a distance of eighty-seven miles, arriving at 5:30 p.m. "Mrs. Strong was my sister and I played baseball that night with Barnsley. I barbered in Carman from 1899 until November, 1949."

"When I came to Carman in 1899 the population was 1400. There was a big sash and door factory well known as McKinney's Mill. We had a pump factory which Walter Sanders ran. George McCormick had a brick plant. Billie Taylor had a saw mill and also ground chop for farmers. Chas. Woodruff had a wagon factory beside Jim White's blacksmith shop, which is now Pat McNamara's. Billie Gillmore had a carriage shop beside Bob Wood's blacksmith shop (later Jack Jones). There were two good flour mills; Alf Snelgrove in town and the Clendenen Mill one half mile west. There were six elevators and six livery barns; the Palace barn was run by Uncle Smith, Marshall and Cummer barn was west of the Starky House (now Carman Hotel), M. E. DeMill barn south of the Starky House, The Central Barn east of what is Skelton's Hardware, the Honeywell livery where the Shamrock is now, and Web Dunn and C. Montgomery barn east across the street from the old Carman House in the south end of Carman."

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Right: Carman Public School, how it looked when the Woodruff children attended. It met an untimely demise when the caretaker lit the basement furnaces in the morning and quickly burned through the joists and flooring. The school burned to the ground that October 10th morning in 1901.

Above: Landscape montage of downtown Winnipeg from 1895.

Left: A short piece describing an interview with Mr. Robert Rutherford born September 10, 1876 at Cameron Ontario. In this piece he describes his friends and neighbours including Charles (Chas) Woodruff and his wagon factory beside Jim White's blacksmith shop.

CARMAN SCHOOL BURNED

From The Dufferin Leader; Carman October 10th, 1901

"At six o'clock this morning the public school building was discovered to be on fire. It was closed on Tuesday for fumigation as a preventative against the spread of diphtheria, and the caretaker was instructed to proceed today and thoroughly clean the building. For that purpose he had put on fires in the furnaces at an early hour and then proceeded to attend to some preliminary duties about the building when he detected the smell of burning wood and smoke. On going to the basement he was amazed to find the timbers of the floor adjacent to one of the chimneys on fire. He at once secured two buckets of water and threw on the fire, but like a flash it spread out over the joist and flooring which were as dry as tinder



Carman Public School: "With no exception one of the most modern and best equipped schools in the province, having eight classrooms, an assembly room seating 600 persons, a library and a laboratory, also basement playrooms, heated by Smead-Dowd system. Cost \$30,000. This view was taken shortly after construction and before the grounds were leveled or fenced, in 1902."

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Woodruff Family
Carman Manitoba

Top Left:
Will, Luella, Cora, Ella
Woodruff

Top Right:
Mary (Taylor)
Woodruff

Mid Right:
Edwin Carman

Bottom Left:
Russel Stanley

Bottom Middle:
C.E. Woodruff
Family, Carman MB.
about 1895

Bottom Right:
Corabell Woodruff



Ella's eldest sister, Cora Belle was born in Creemore, Ontario September 29, 1872, the first child of Charles and Mary Woodruff. The second daughter, Luella Martha was born March 22nd, 1874 also in Creemore. Followed by brothers Russell, Charles and Edwin were all born in rapid succession in 1875, 1878, and 1881. Ella, and the youngest brother, William were born in Carmen Manitoba. The Woodruff family moved to Manitoba from Creemore for perhaps business and education opportunities and is where where they started formal schooling. The trek for the family was one of true pioneer spirit. As the Chilliwack Progress Newspaper reported Wednesday, April 5, 1967, it headlined a column '**Long Time Resident Marks 93rd Birthday**'. In the article she recalled in detail her move from Ontario to Manitoba when she was only seven years old. Part of the trip was by train, and the rest was by covered wagon with her mother's carpets as a canopy. A stop was made along the way at a farm house, but they couldn't stay because of a Diphtheria quarantine in the house. When they did find overnight accommodations, the farmer brought out straw on which her mother could make up beds, and everyone curled up side by side. Once in Manitoba, Charles and Mary Woodruff moved several times between Carman, Winnipeg and Morden, spending the colder seasons in the big city. Charles continued his profession was a wagon and carriage maker, becoming a very skilled carpenter, running his own successful business. He advertised in a Morden newspaper dated May 13, 1886 as follows :

Woodruff Carriage Works
Morden
Having 18 years experience
in the business, I am now
prepared to do all work
entrusted to me in the line of
carriage building and repairs.
General jobbing done in a
workman like manner. Carriage
painting and trimming a
specialty.
C.E. Woodruff May 13, 1886

Scott Parker came upon a newspaper item in Brandon, Manitoba in 1987, while doing research on the Riel Rebellions. The ad was alongside a list of casualties from the second rebellion, during March- November 1885, for which Riel was eventually hanged for treason. The Red River rebellion was in 1870, sixteen years earlier. Scott photocopied the article. The hunt continues for the actual image archive. (2018)

A story told by Luella, when they lived in Winnipeg along side the Assiniboine River. Her father, Charles Woodruff built a small rowboat and it was frequently used by the kids to go paddling about on the slow moving river. Lou and Cora and Ella were out in the boat one day, when Lou asked Ella to row back to shore to fetch something for them. The moment Ella stepped out, Lou and Cora took off in the boat and left their little sister standing there. She was so mad, she scorched the grass she was standing on. **Poor Ella.**

On September 17, 1890 Cora married a young business man named Walter M. Haley in Winnipeg. Walt and Cora moved to Vancouver as bride and groom in 1890. Together with his business partner, W.J. Sutton, Walter found success in private banking and real estate. Lou started formal schooling. She made the various moves between Carmen, Morden, and Winnipeg. She courted and soon married a Mr. Archibald Ferguson in Carmen in 1901. They lived in Manitoba for another eight years before moving west. Ella also finished her education in Winnipeg and followed her two older sisters to the west coast.

*Happy sisters together: Cora Bell, Martha Luella and Eva Elmina Woodruff abt. 1892
Winnipeg Man.*



Ella traveled by CPR train across the prairies and mountains, out to Vancouver in 1906. Ella may have been living temporarily with her sister, Cora in Vancouver when she found the job with **Drysdales** in the millinery department fabricating ladies hats. David Spencer Limited (commonly known as Spencer's) operated in the late 19th and first half of the 20th century as part of a larger department store chain in British Columbia. It was established in Victoria in 1873 by Welsh immigrant David Spencer, who had arrived in the gold rush. A staunch Methodist who did not believe in offering credit to his customers, he expanded to Vancouver in 1906, buying the drygoods firm **Drysdale & Stevenson** which was renowned for its high-stepping chestnut horses pulling its chestnut-coloured delivery wagons through the city streets. His son Christopher, known to the employees as Mr. Chris, moved to Vancouver to manage the store and built a large house in Kerrisdale. A second son, Col. Victor Spencer, was the long-time owner of the large house now called **Aberthau** near the old Jericho military base. This was still the Edwardian era, when a woman



Interior of Spencers (formerly Drysdale and Stevenson) Dec 1926 - Photo by Frank Leonard showing department merchandise .

was not complete without a large very fancy hat with plenty of ribbon, hand made silk roses, and feathers etc. Drysdales was the largest department store of the time and had a very uptown sophistication amongst its clientele. (**History and photo from: Vancouver Heritage Foundation**). Ella's clientele were considered regulars as every woman had several hats in their wardrobe, one for every season and occasion.

A leather postcard dated Victoria, May 24, 1906 was addressed to Miss Ella Woodruff c/o Drysdales Store, Vancouver, BC was from her younger brother, Will who had been working in Victoria as a sheet metal craftsman applying copper sheathing on the British Columbia Legislature Buildings roof. After resigning from Drysdale's, Ella worked for a private milliner on Main Street in Mount Pleasant. Ella's older sister Lou, and her husband Archie Ferguson lived on a farm in East Chilliwack, and was the main reason for Ella moving to the Fraser Valley. She may also have missed the country life of Carman and Morden Manitoba. Ella took the steam boat, (*perhaps the SS Minto on which Bill travelled*) to the Chilliwack Landing. Armed with impressive credentials and work experience from Drysdale's, she began working right away for Mrs. Carvoulth who owned a dress and hat shop on the main street in downtown Chilliwack.



Ella boarded at the Harrison House which was located on Wellington Street. The steam boat landing was at the north end of Wellington St., not far from the Harrison House. Mrs. Martha Harrison had opened her hotel in 1891. In *Sound Heritage series no. 37 ppg. 52-53*, is a fine description of the building and of Mrs. Harrison herself. As the owner, until she sold it in 1907, when she retired,



Top Photo: Harrison House on Wellington Street.

Bottom Photo: Chilliwack Landing (Chilliwack Museum and Archives Left: Chilliwack Progress Archives)



MRS. MATILDA HARRISON, former proprietor of Harrison House.

Harrison House Proprietor, Of UEL Stock

The story of Mrs. Matilda Harrison is so closely woven with that of the old Harrison House that one is incomplete without the other.

Mrs. Harrison was born in Kingston, Ont. and was of United Empire Loyalist stock. She came to Chilliwack in 1878 to join her brothers, John, Cory and James Ryder, accompanied by her small son Jeff.

Upon her arrival in the Valley, she found the only town here to be a tiny village at the Landing where the steam boats from New Westminster anchored. Mr. and Mrs. C. H. Ashwell, who operated a small general store at the Landing, persuaded her to start a boarding house. Thus Chilliwack's first hotel, the Valley Hotel was established.

Ella knew Mrs. Harrison well. ``She was often seen on the street giving help and advice to others, herself a landmark in the valley). said **Mrs. Kipp of The Chilliwack Progress in an account written June 25, 1958 about Martha Harrison.** Up to this time there hadn't been a good milliner in Chilliwack. No doubt the ladies of the valley had to trek to New Westminster to buy hats of quality. Mrs. Carvouth who owned the dress shop was herself a dressmaker, so the hats and dresses were made to match and coordinate. Mrs. Carvouth loved her afternoon tea and it must have been an event for the patrons of her fine store. Across the street the male counterparts probably loitered at the barber shop. A scene fit for a Norman Rockwell illustration for sure. When Ella walked down the boardwalk to G.R. Ashwell & Sons department store to purchase more tea, as was very frequent, she made the acquaintance of a handsome young grocery manager named **William Henry Siddall.**



And so began a courtship between young Ella Woodruff and Mr. Bill Siddall. Would they have realized that the two families had crossed paths 27 years prior in Creemore Ontario? Would they have concluded that Ella's father, Charles Woodruff's Step father, William Casey and Bill's grandfather, Henry Siddall 's had a close business relationship building wagons and farm implements? We may never know, but how can it not be true? They married August 4, 1909, Bill was 25, and Ella 24. The account of the wedding, invitation, and gown are all intact and archived in a 'Gibson Girl' chocolate box. Also in the archives in a photo copy of the Chilliwack Progress newspaper write-up of the Woodruff -Siddall wedding. Just below it in the same column is the hotel register of the Harrison house. The original paper was uncovered in a house in East Chilliwack by a Yarrow resident, Steve Szabo, who was renovating the house and found it stuffed in a wall cavity. (Newspaper was a plentiful and effective way of insulation.) Mr. Szabo recognised the names and gave the article to his sister, Julia Wittenberg who made the copy and forwarded to Vivian.



Siddall - Woodruff.

.. A pretty wedding took place in the Mount pleasant Methodist Church on Wednesday evening when Miss Eva Woodruff and Mr. William Henry Siddall of Chilliwack were united in wedlock by Rev. J.P. Westman. The church was beautifully decorated for the ceremony by the members of the choir and the Epworth League. As the bridal party entered the church, Miss Edith Sim preided at the organ and played the "Lohengrin" Wedding March. The bride looked lovely in a gown of white duchesse satin in Directoire style, with chiffon yoke and trimmed with silk tassels. She wore a silk embroidered veil lily of the valley. The bridesmaid, Miss Olive Morrison, looked well in a costume of white broadcloth hat with touched of baby blue and white fox-tail plume. The groom was supported by Mr. William Woodruff. brother of the bride. A reception was held at the residence of Mr. and Mrs. C.E. Woodruff 151 Eleventh Avenue West, and a dainty buffet lunch was served. Mr. and Mrs. Siddall have left for the Sound cities on their honeymoon trip and on their return will reside in Chilliwack.

Courtesy: Chilliwack Progress





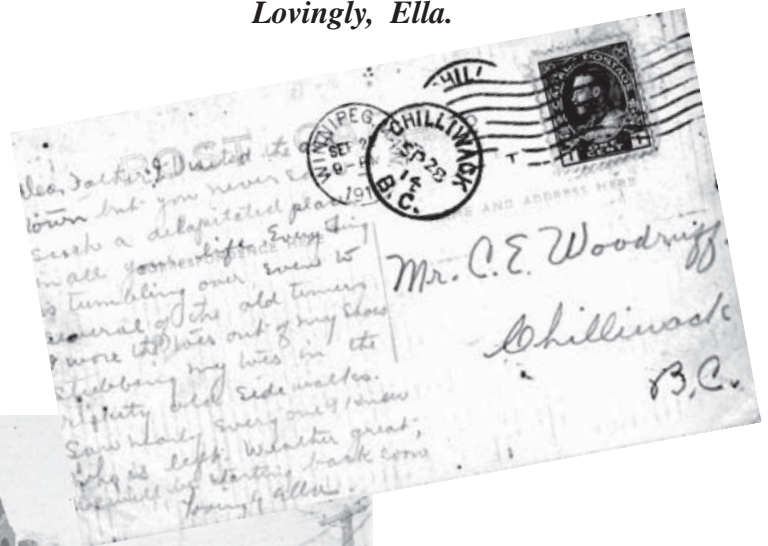
Ella on a visit to Winnipeg 1914

World War I began July 28, 1914, after the assassination of Archduke Franz Ferdinand. On Sept. 25 1914, Ella writes from Winnipeg: The postcard photo of the Methodist church in Carman is below. It is addressed to C.E. Woodruff Chilliwack and 3 days later, arrived there Sept. 28, all with a 1 cent stamp. Not bad service for 1914.

She writes :

Dear father , I visited the old town but you never saw such a delapidated place in all your life. Everything is tumbling over, even to several of the old-timers. I wore the toes out of my shoes stubbing my toes on the rickety old sidewalks. Saw nearly everyone I knew, who is left. Weather great we will be starting back soon.

Lovingly, Ella.



Some of these postcards are very interesting, made with materials such as leather and silk. The silk one is a picture of Mabel Love the silent picture star. It is dated *Sperling Manitoba January 15, 1907*. again from Will who was working with brother Stanley in the sheet metal business at the time. This bore an Edward VII 1 cent stamp and read :

Hello Ella

I wish I was in Vancouver.

Today is only a little more than -40 below we haven't had a thaw yet.

No news this week. - Bill

Chilliwack Progress newspaper ad for B.T. Malcom Clothing House and Ideal Grocery, from May 25, 1907. Bill bought the store after leaving Ashwell's Store in 1913.

Following the wedding, and her return from Manitoba, Bill and Ella continued working in Chilliwack. George Ashwell had passed away in 1913, leaving, his elder son to carry on the Ashwell business. Will left Ashwell's having saved enough money, that he bought **B.T. Malcolm's Ideal Grocery**, and

HAS LEASED VEDDER HOTEL

W. H. Siddall has leased the Vedder Crossing Hotel for the summer and beginning May 1, will take possession. As announced elsewhere in the Progress today, Mr. Siddall has disposed of his interests in the Ideal Grocery. Mr. Siddall proposes to conduct the Vedder Hotel in a manner that will be first class in every particular. The fact that Mr. Siddall has taken hold of the hotel at this popular fishing, hunting and summer resort, is a guarantee that everything will be of the first order, and that the popularity of the resort with coast people, motorists, and Chilliwack citizens, will be such as to amply compensate him. The re-opening of the Vedder Crossing Hotel will be gratifying news to many.

he ran it for two years until "*disposing of his interests*". After selling the business, Will and Ella took out a lease of the Vedder Hotel, a very popular seasonal place, popular with sports fishermen for angling on the Chilliwack/Vedder Rivers. The **Chilliwack Progress** newspaper clipping (left) illustrates a promising business venture, albeit seasonal. Some undisclosed time

HAS LEASED VEDDER HOTEL

Mr. G. C. Morris, a well known sportsman of North Vancouver, has leased the Vedder Hotel, at the Vedder River, from Mr. A. N. Smith, for a year with an option of purchase. The Hotel is now being renovated and will be refurnished and put in first class condition. The opening will take place about Friday of next week.

after, the hotel was once again up for lease by the owner, Mr. A.N. Smith, to a Mr. G.C. Morris from North Vancouver, this time with an option to purchase, so perhaps with the World War 1 going on, the economy was rather ailing. Following the

THE CHILLIWACK PROGRESS

"CLASSIFIED" ADVERTISEMENTS

For Sale, For Exchange, Wanted to Purchase, To Let, Lost, Found, Work Wanted, Situations Vacant, 1 cent per word each insertion. Minimum charge 25 cents if paid for at time of ordering; or 50c if billed before paid. All want ads. must be in by 5 p.m. on Wednesday to ensure insertion in current issue.

FOR SALE

hotel enterprise, the young couple were contemplating their next move. Bill accepted a job offer before leaving Chilliwack, as he joined the United Travellers Association, and went on the road as a sales representative for **The National Biscuit Company**, (Nabisco). He traveled up the coast of B.C. on the United Steamship Lines to various communities along the mainland, the islands and Vancouver Island. By 1916, Will and Ella were renting a home in Kitilano. **Vivian Harriet**, was born March

2, 1916 in Kitsilano Private Hospital. Some time after, the family of three were living in a small apartment overlooking Kitsilano beach. It was revealed in 2005, in records from the BC Archives in Victoria that sadly, Ella had a still-born daughter on October 24, 1912 caused by prolapse of the cord. It would be nearly 4 years before Ella conceived again, when Vivian was born March 16, 1916. This would be Ella's last trip out east for many years. The Siddalls were no stranger to visitors, with cousins, siblings and friends dropping in from Vancouver, Seattle, Carman, Winnipeg, and Victoria.

Journeys Up the Coast - A travelling man's diary.



Thursday Nov 8

"Dear Ella and Rest.

2nd Epistle from a travelling man's diary. Monday Nov. 5 got a row boat and a shotgun and rowed about four miles to the mouth of the Nimpkish River, got six nice big fat mallard ducks. About noon the fog and wind started to come in off the ocean, so I beat a hasty retreat to Alert Bay, got back alright but not before I got wet as it started to rain.

I had on an old coat and a pair of overalls I borrowed from the man where I was staying so I did not mind where I was staying so I did not mind. Tuesday 6. Got up at five o'clock and left at five thirty aboard one of the cannery boats for the fishing banks to see them seining fish. It was rather interesting as I had never seen them seine before. They have the net in two boats. When they see a school of fish, one boat starts one way and the other way. Make a complete circle around them and then close the net up like a purse and start pulling it in until the fish is all in a bunch and they scoop them in the boats. The crew I was with caught four thousand five hundred and we were back at the cannery at six thirty. I might mention I did the cooking on board the boat for the captain, mate, engineer and myself Wednesday 7th did not do much all day but pressed my suit. Weather was clear but a very high wind. Boat left Alert Bay nine thirty, four hours late I had night lunch about eleven after I read the paper. The first paper I had seen since I left Vancouver and rolled in about 11 the wind blowing a hurricane. I could hear the waves hitting the side of the boat but I soon went to sleep and did not wake up until about seven when the boat blew for Namu. Some of the boys told me the boat stood on end sometimes and only her whistle sticking out of the water when we were crossing the sound between one and five this morning. I woke up in bed and right side up so everything was O.K. I had the stateroom all to myself. We are in Bella Bella now an old missionary post. The man that runs the store here came up from Vancouver on this boat. I sold him a nice order so will not have to stop off here. The next stop will be about nine o'clock tonight, Surf Inlet right out on the Pacific off Mill Bank Sound so will see a little more rough water I am not stopping there the store and mine is eight miles from where the boat lands. I am not getting off until I get to Pt. Rupert will mail this some time tomorrow so will have a little more to write later on. It is raining quite hard now but the wind has gone down a little we will be running through a narrow channel until about five this afternoon. Continues...

Built and launched in Scotland in 1910, the 180.4 foot long S.S. Venture served the BC coast with Union Steamships Ltd. as a passenger/ cargo vessel from arrival in 1912 until sold offshore in 1925. One of the handful of coastal steamboats in the Canadian Pacific Lines fleet.

Continued...Well, we are crossing the sound now, pretty rough, this is a better sea boat although no larger than the one last march. This one goes over the swells. The other goes under them. This is a deserted looking ship, just now. Nobody in sight. I have the writing room all to myself. The stewards piled all the easy chairs in the ladies cabin in a bunch and tied them down with a rope, so they could not move around. but there is something between decks rolling around making alot of noise. Tell Arch he would not need any tanglefoot to make him walk like a snake if he was here just now. I will not see Walter or Reg for another week or so, as I am calling in there on the down trip. Well diary, I hear the dinner gong so will go and see how I can juggle the hash. (After supper) I made out alright but it was a case of afternoon tea style. Hold your tea in your hand, no dishes would stay on thr tables so we went at it cafeteria style. Only three passengers showed up and the officers we had a jolly time, lots of fun. I guess diary, I had better bring this 2nd Epistle to a close, or you will have sore eyes before you can make it out. By the way have Mack test your eyes and if you need glasses again get them from him as he still owes us about \$20.00. ...will write again before I get to Rupert,

Lots of love for both you and Baby xxxx Vivian xxxx

Your Will

p.s. this seems a lot for me to write S"

Written by Vivian Parker 1990: "In 1916, Dad travelled up the coast of BC as a commission salesman for the National Biscuit Company Ltd. Mother and I may have been staying in Chilliwack with Grandma and Grandpa Woodruff while dad was away. He was out several weeks at a time. While up the coast he bought baskets from the native Indians in the small cannery villiages. He also brought home a black bear muff, or pelt which was made into one. Another fur I remember was a white arctic fox pelt made into a neck piece which mother wore a lot when furs were fashionable. I had it cut and made into a set of cuffs for an orange coloured suit I had. The Union steamship lines - S.S.Venture was one of many passenger/supply/cargo vessels which steamed the coast for many years".



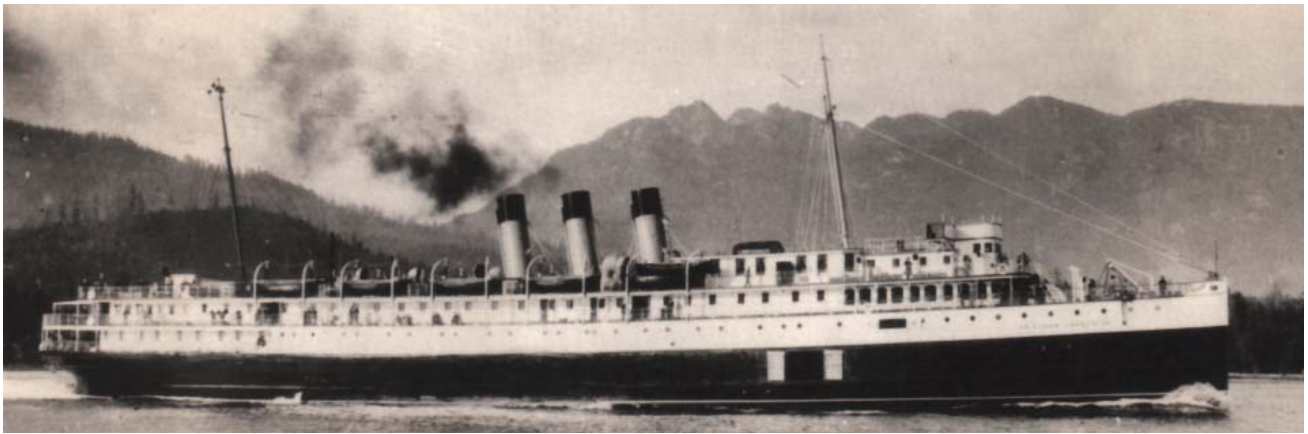
Two of the Coast Indian baskets Bill brought back from is sales trips up the well BC Coast. He made a point of being stocked with Cuban cigars right from the tobacconist in Vancouver.

Dear Ella,

Just got back from (Port) Essington, start south in the morning should arrive about Friday morning or maybe Thursday evening. Snow very deep, weather fine. very good trip, glad to get back home hope you are all getting along fine.

Yours, Will

p.s. this seems a lot for me to write. S



A rare post card photo of S.S. Princess Charlotte, passing east of First Narrows, Burrard Inlet another of the Canadian Pacific Lines coastal steamship fleet. - UBC Library Archives

In 1871, at the height of the Omineca Gold Rush, **Port Essington** was a cannery town on the south bank of the Skeena River estuary. In 1876 the first salmon cannery was built and by the turn of the century, there were seven canneries near the estuary. The Hudson's Bay Company bought three lots that summer and built a store that became known as the Skeena Post. The town had an active social life with dances, concerts and church activities as well as three hotels and a red-light district. However, despite the appearance of prosperity, the economy of Port Essington fluctuated with the seasons. Members of First Nations from throughout the region, especially Tsimshians from the Kitselas and Kitsumkalum tribes frequented the town trading traditional handmade baskets, carvings, masks and other artifacts for what we consider common conveniences. This is where here Bill was the marketing representative for Nabisco, but also made in-roads with his much treasured cigars from his Vancouver suppliers. It's importance as a town began to wane when the Grand Trunk Pacific Railway along the Skeena was completed in 1914, on the opposite bank from Port Essington. Rail service supplanted the riverboat commerce that had been the community's lifeblood and by the 1940 the canneries were closed and it effectively became a ghost town.

Excerpts From Bowman, Phyllis (1982) *Klondike of the Skeena! Chilliwack, B.C.: Sunrise Printing.*



Above: Port Essington in 1914 - Founded in 1871, estimated population at its peak: 1000. Now a barren ghost town.

Right: Port Essington Newspaper spread from June 19, 1909. Left: CPBCCS Logo (UBC Library Archives)





Top left: Bill and Vivian on the Indian motorcycle about 1918.

Top right: Vivian at the Kitsilano house. 1920.

Left: Ella, Bill, and Ella's sister-in-law, Nora Belle Taylor (nee Durham) visiting from Carman.

Right: The Siddall's first car, 1911 Ford two seat passenger touring.

Another old postcard that survived was from Prince Rupert while Will was with Nabisco, selling on the road, 'or on the coast' so to speak. This is dated *17th of Ireland* meaning March of course, it goes :

Dear Ella,

Just got back from Essington, start south in the morning should arrive about Friday morning or maybe Thursday evening. Snow very deep, weather fine. very good trip, glad to get back home hope you are all getting along fine. Will

Newspaper add from the Chilliwack Progress

To Cure a Cold in One Day Cures Grip in Two Days.

Take Laxative Bromo Quinine Tablets. on every box. 25c.

Seven Million boxes sold in past 12 months. This signature, *E. W. Brown*

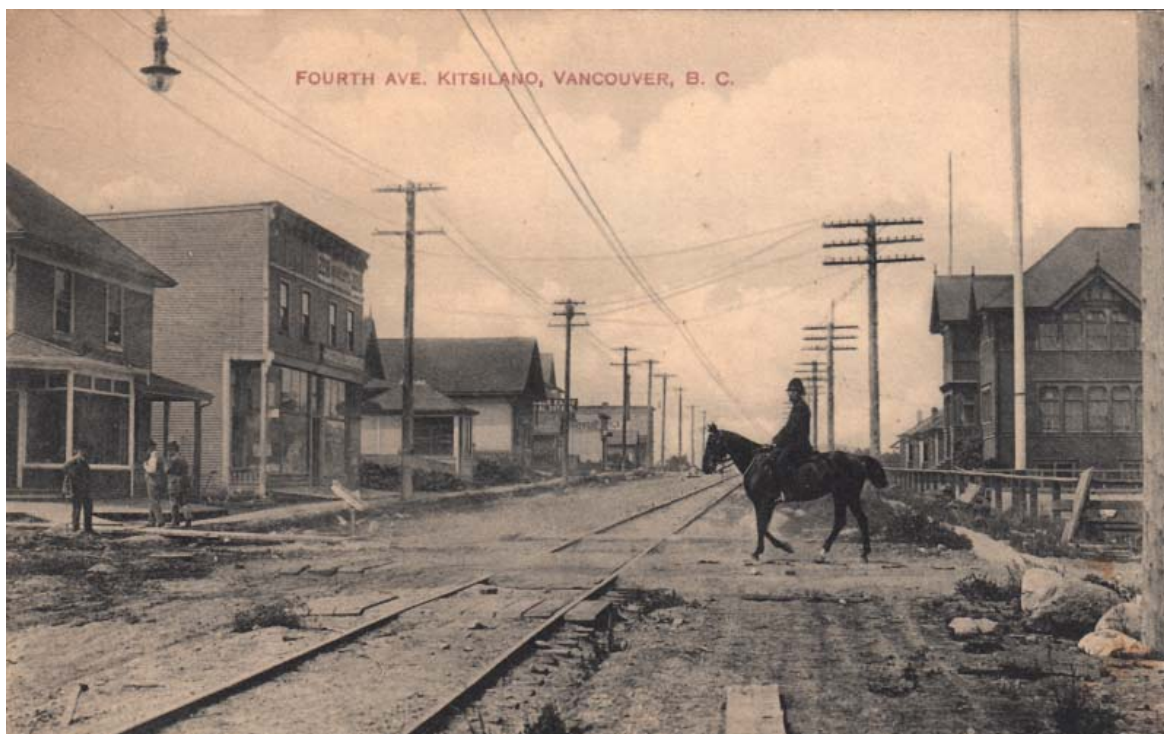
Go West - Charles Edward and Mary Woodruff

Charles and Mary Woodruff were motivated to pack up in Winnipeg and move out west. Their children had all left home, mostly to British Columbia, and the introduction of the automobile and mechanized farm machinery had limited and eventually eliminated the need for wagons, and carriages. With his skills in house and furniture building, Charles had long been accustomed to change, so off to Vancouver they went in 1909, just as Bill and Ella announced their wedding plans which the Woodruffs hosted at their home



on West 11th Ave. Charles continued with house building in Vancouver and was responsible for the construction of several very fine homes in the Mount Pleasant area near Vancouver General Hospital area. Most of those classic homes are still standing and now protected with City bylaws. In 1909 Vancouver west still a touch of the 'Wild West' with clapboard sidewalks, mixtures of businesses, homes, schools and rooming houses. Electric power was offered on the main streets, some of which were dirt, clay or mud depending on the weather. But Vancouver was a lively town. In 1909 the first export grain shipment of 50,000 bushels left for Australia. The new world heavyweight boxing champion, Jack Johnson, visited Vancouver for an exhibition bout at the Vancouver Athletic Club against an opponent named Victor McLaglen. It was Johnson's first fight after winning the title. (his streak continued). In May, Vancouver held its first marathon run. Also in 1909, the Canadian Pacific Railway opened its new line over Kicking Horse Pass near Field, BC. The route featured two spiral tunnels, bypassing the former switchback with its 4.4 percent grades. (vancouverhistory.ca)

West Fourth Avenue looking west - 1909





Woodruff Home on Spadina and Mary Streets, Chiliwack 1921

BUILDING BRISK AT CHILLIWACK

Demand for Residences Stimulates Building Industry—Permits Amount to \$30,000.

CHILLIWACK—Building Inspector Woodruff is kept busy these days issuing building permits and keeping tabs upon construction. Since the last list of new buildings was published in June over \$30,000 worth of new buildings have been put up. The largest individual building erected in the city so far this year is the Ford Garage on the Westminster road built for A. S. Goard & Co., the total cost of which exceeded \$10,000. The general building activity throughout the city and valley has been sufficient to induce the Beaver River Lumber Co. of New Westminster, to put in a sales yard here with Mr. O. Nelson as manager. The company took out a \$650 permit for their office and yard building last month. The dwelling houses erected recently include the one at Wellington street put up by Mr. P. H. Brock for Mrs. A. R. Henderson for which a \$5,000 permit was issued; other permits recently issued include the following:

[illegible]

Later in 1920, Bill, Ella and Vivian relocated to Yarrow. This is when Vivian's recollections really began. Her memories were essential in all aspects of this book. Bill always had his camera nearby and took many photographs of these times. They have been catalogued and kept very well, in shoe boxes, and sleeve albums over the years. For Ella, being a city girl all her early life, homesteading in Yarrow was a challenging adjustment to make. They were all living in a small wooden lean-to shack beside the store. Functioning without indoor plumbing, or a washing machine or even electricity, presented onerous hardships, functioning in this quiet, rural, and indeed rustic community. She managed the laundry with a scrub board and wash tub, cooked on a wood fired stove, and endured the perils of a remote outhouse. It would be years later, before electricity was brought to the area. Oil lamps were used to read and sew by until electrical convenience. There was no telephone in, or even near Yarrow, until the early 1930's when the Mennonite settlers began to arrive from the prairies. Mr Chauncey Eckert was responsible for the early development of the Yarrow area, including the first telephone service. By this time, Bill had his store running at full operation, and Ella was always at his side to help with the chores. Orders for groceries and other supplies had to be filled at night and ready for delivery the next morning. Mr and Mrs John Broe who lived across the road in the *white house on the hill*, moved to Chilliwack and made their house available for rent. The Siddalls moved out of the shack and into a home with a real toilet and bathtub. No more wash tub in the middle of the kitchen floor. At last, the shack was torn down, and a new modern stucco clad house started in its place, complete with the luxury of a fireplace, of smooth river stones, the ruins of which remain to this day it the Majuba Hill Heritage Park. The little creek running by, generally had a small fish run. Quite often when Bill went to fetch water out of the creek, he would likely get a fish or two caught up in his bucket.

Right: Ella posing by the fancy gate. The car is parked behind on Majuba Hill Road.

Below: Yarrow before electricity. This was the first Yarrow home for the Siddalls.



Vivian at 4 years 1919. BC Electric boxcar in the siding to the right, and the smaller, first Yarrow Station waiting hut with indoor and outdoor benches





Above: The house and post office built by Mr. James Haunsome, Postmaster at Majuba Hill for 17 years.

Right: Cancelled stamps from Majuba Hill P.O. renamed Yarrow Jan. 1st, 1914.
(from *Cancelled with pride*)



The original Yarrow Post office, in the 1890's was established at Majuba Hill, with Mr. William Chadsey appointed Postmaster. This was before the railway line was completed. The mail was distributed from Mr Chadsey's home situated on a property owned by Mrs. Goldsworthy, who for many years ran a guest ranch for children. The mail was shipped by steamboat from New Westminster to Miller's Landing on the Fraser. Mr Chadsey's son, Lock, was the mail carrier and would deliver all the day's mail by horseback. In 1910, The Post Master's role was passed to Mr James Haunsome, a very interesting, and clever man, and a veteran from the Crimean War. BC Electric Railway, had finished the line from Vancouver to Chilliwack which cut the delivery time dramatically. The mail for Yarrow until now, was dropped at Sinclair Siding, a whistle stop. Once the Yarrow Station was completed at Majuba Hill Road (actually Old Yale Road). Mr. Haunsome built a house across from the BC Electric Station. The post office occupied the north side of his house, facing the valley. The Postal Service dropped the name Majuba Hill, in favour of call-

ing it the Yarrow Post Office from that point on. 1922 was the year which saw the completion of the reclamation of the 30,000 acres of land of prime farmland, previously only available after spring flood waters receded. Mennonite men were brought in from Manitoba as labourers to build the Sumas Canal, effectively diverting the Chilliwack and Vedder Rivers north to the Fraser River. The now, extinct Sumas Lake's edge was just north of the BC Electric tracks. A small boat tie-up spot had been created for those who paddled along the lake to the post office. By 1927, at the age of 83, Mr. Hounscome sent in his resignation as postmistress. The leading Liberal candidate in the riding, **Elihu Manuel** recommended **Ella Siddall** as the new Postmistress and she began her duties that year. The population had grown considerably, and the Old Yale (Majuba Hill Road) was still the main thoroughfare between Vancouver and Chilliwack and Hope. Bill had finished the lower house next to the creek, by the time Ella got the news she was the new Postmistress. The old Haunsome home and Post Office was connected with a passageway between the two buildings to keep access close, but separated. Of course, the south side of the building facing the Old Yale Road would be a busy place with much more motor traffic.



Bill Siddall finishing up work on their new stucco house on Majuba Hill Road and Wilson Rd. beside the creek.

Historical excerpts from "Cancelled With Pride" by Cecil Coutts, and Yarrow, and "A Portrait in Mosaic" by Agatha Klassen

Stepping back a few years, to July 23, 1922, Arthur Charles, a new little brother for Vivian was born. Before they moved back down the hill, Ella hosted some great house parties in the white Broe house. One such party was a Halloween night when the front porch was decked out with curtains, that the arriving guests had to pass through. The haunted porch was furnished



Above: Art with Kristine Kreutzer beside the little house and store 1925-26. Right: Art with a playful bantam hen outside the store.

with old bedsprings and other goulsh devices, and a ghost with a rubber glove filled with wet sand, one was supposed to shake hands with upon entering. Every social event saw plenty of food. Some was in the form of a 'Box Social' where the ladies would prepare something fancy to eat, anything from cakes and fruit, to sandwiches. The goodie boxes were then auctioned off to the highest male bidder. No name was attached to the box but when the bidding was all finished, the ladies would claim their date. Another time she had everybody representing a popular song by an article of clothing or something they wore, and the object was to guess the song. The person who guessed the most would win a prize. Sometimes these turned out to be money making projects for community affairs, such as the short lived tennis court. It seemed there wasn't enough people interested in playing tennis or who could afford a tennis racquet. Ella tried her best not to be too disconnected with city life, and kept several social affiliations. Some of which were the **Chilliwack Hospital Society** and the **Daughters of the Empire**. She made many trips into town to meetings and also invited the ladies out to Yarrow which was away out in the sticks to them. Consequently they weren't bothered with too many 'drop-in' visitors from the city. Relatives from Vancouver always

liked to come out, but the road network in

those primitive times usually limited trips to once a year. A trip on the B.C. Electric tram was three hours, but could take as long as five. During the fall hunting season, men from the city stayed in several hunting cabins which Marshall Knox rented out. Some names Vivian could remember were Mac Bowell, and son Bud Fyfe, Winch and George McLinden who outlived them all well into the 1960's. Gus Landin was always 'at home' for anybody who came to visit his little house on Wilson Road just north of the tracks. He was always welcome in Ella's house and would come by for afternoon tea. It was a meeting place for young people in the area. Both Gus and Ella loved to write poetry and they always had that in common. On February 9, 1927 a very important letter arrived from postal district superintendant J.F. Murray to say announce that Mrs W.H. Siddall's application for Postmaster had been given final approval.



All through the late 20's, business for Will and Ella was steady, but, the infamous **Dirty Thirties** had their effect, even in quiet Yarrow. With the completion of the reclamation project, the workers moved on, and new town centre evolved along Yarrow Central Road. Old Yale Road was still a main thoroughfare but business was slowly dropping off. By 1933 the old post office became an accounting office with locked boxes, and money orders being processed. Bill relocated



Bill rented the John Broe house, a.k.a. ``the white house``, or ``the upper house``, after they moved to Chilliwack. Bill and Ella eventually bought the entire property, which sported three cabins, plus the house.

it to the north side of the building facing the farm lands. Ella decided to turn the old living quarters into an ice cream parlour and coffee shop. She purchased some square tables and a quantity of chairs. She painted everything in sight, nice complementary colours and thus expanded the business. But the emerging town centre attracted more day to day shoppers, and the ice cream parlour was eventually rented out. Mr. Eckert used the room as his office for his produce business. Several local girls worked for Mr. Eckert picking and sorting peas as well as other seasonal vegetables. Mrs. Eckert performed laboratory experiments with different varieties of peas and a hot plate, to see which would make the best pea soup. On other accounts, the overall down-turn in business meant that Bill's endeavour was put anything to the test to keep the store running. He built a very sturdy and spacious floor and they hosted dances on Saturday nights. Ella had her piano there and was always keen to hammer out a tune on the piano. There was usually someone out from Chilliwack, and played some type of instrument. The musical evenings were popular with some of the young Mennonite men. This did not last long, because no girls would ever show up and there wasn't enough money to be made selling hotdogs. Ella never charged admission because it was not worth while to apply for a licence. Eventually Mr & Mrs Eckert moved into the stucco house and the Siddalls lived in the 'dancehall'.

who is leaving for her home in New Westminster. The evening was spent in games and dancing. The many friends of Miss Carmichael expressed their regret at her departure and the hope that she would visit Camp Slough again in the near future.

VEDDER CREEK SCHOOL

Promoted to grade 8: Fred Martin, Grant Carlaw.

Promoted to grade 7: Phyllis Golder; James Carlow on trial.

Promoted to grade 4: Edith Moir, Frank Crankshaw; Earl Bicknell on trial.

To grade 3: Vivian Siddall, Edna Tompkins, James Porter.

To grade 1A: Russell Tompkins, Tommy Morton, Annetta Browne; Leatha Bicknell, on trial.

Highest average was made by Vivian Siddall. Rolls of honor were awarded to Phyllis Golder, deportment; James Porter, regularity and punctuality. First prizes were awarded to Vivian Siddall, spelling; Russell Tompkins, number work; Edith Moir, health.

VEDDER SCHOOL PICNIC

Under the direction of their teacher, Miss Nellie Heady, Vedder Creek school held a picnic and sports programme on Thursday afternoon. A number of parents were present and viewed an exhibition of the school work.

BC Electric

Chilliwack to New Westminster and Vancouver.

PASSENGER TRAINS

effective Sunday, May 26th, 1911. Subject to change without notice.

To Coast:—

No.	Leave Chwk.	N. Westr.	Vancr.
No. 1.....	8.05 a.m.	10.47 a.m.	11.15 a.m.
No. 5.....	1.40 p.m.	4.35 p.m.	5.15 p.m.
No. 7.....	6.20 p.m.	8.58 p.m.	9.55 p.m.

To Chilliwack:—

No.	Leave Vancr.	N. Westr.	Chwk.
No. 1.....	8.30 a.m.	9.20 a.m.	12.15 p.m.
No. 4.....	1.25 p.m.	2.10 p.m.	4.50 p.m.
No. 8.....	5.25 p.m.	6.20 p.m.	9.00 p.m.

Train 3, 5 and 7 run through to Vancouver and Train No. 2, 4 and 8 from Vancouver, necessitating no change at New Westminster.

MAIL, BAGGAGE, MILK AND EXPRESS

Leave Chilliwack at 8.10 a.m. (No. 501) and 1.40 p.m. daily; Returning arrive Chilliwack 12.15 p.m. and 6.15 p.m. (No. 500).

Fast freight leaves Chilliwack for Vancouver daily, except Sunday.

Express consigned to or from Vancouver from Fraser Valley points will be picked up and delivered in Vancouver.

NOTICE.

Chilliwack Ticket Office open thirty minutes prior to departure of all passenger trains.

Freight and Express Office open from 7.45 a.m. to 5.30 p.m.

Freight received and delivered at freight shed between the hours of 7.45 a.m. and 5 p.m.

C. J. Green

Freight and Passenger Agent

Chilliwack Newspaper clipping from Wed. July 2nd 1924. Vivian Siddall is promoted to grade 3, (Roll of Honour), and a first place award for spelling. Next column, the all important BC Electric mail, baggage, milk and express freight schedule.



Above: 1955 - The stucco house after the store was closed down

During the good years in the store, Bill garnered local fame, but little fortune, for his fresh ground coffee beans which he sold a great deal of, to everyone in the area. Regular groceries included fresh local eggs, imported bananas and oranges, and always on display was a large guillotine style cheese cutter. Bill was also renowned for his hand at making fresh apple cider (non-alcoholic of course). Traffic on the Old Yale Road was regular past the store. Bill sold a wide variety of supplies as well as groceries including Stanley Tools, rain

gear, and rubber boots from Dominion Rubber Co. with whom, George McLinden (Old Mac) was an employee. Coal oil lanterns, racks of garden tools, and other hardware goods. Other popular items were chocolate bars, candies, nuts and *Wrigley's Spearmint Gum*. At the end of the working days, the Mennonite dyke workers would all come in and play 'punchboards'. These were small 10 cent cardboard novelty games which when punched through, if lucky, revealed a prize such as



baskets of chocolates and such. Mr. James Hounscome the former Post Master of the Majuba Hill office, would come across every afternoon and swill a gigantic 10 cent mug of Bill's cider. He sold it out of a large wooden barrel during apple season. He was helped out by Edward Hudson, a local lad who crushed the apples with a press that was borrowed from Ernie Belrose who lived at the west end of Majuba Hill. The Belrose family also had a large orchard. As Old Yale Road was the only east-west thoroughfare from the coast, after the store opened, a gas pump was installed which would be the only one between Abbotsford and Vedder Crossing. Gasoline sales were frequent as a result. The pump was a hand powered gravity feed, and cost about 20 cents per gallon. Bill also sold Havoline motor oil and rubber car tires. This was still the days before refrigeration, so keeping the soda pop cold was achieved with the water trough in front of the store. The water was fed directly from the creek which ran without fail year-round, through a pipe under the road, into the trough and then drained back into the ditch. Slowly, the post office grew, as more people moved to the area, and Bill was needed to help run the day to day tasks. In 1948, the post office brass, and the Siddalls determined that it would be best to 'centralize' the office in the town. Bill was commissioned to construct a new building on Yarrow Central Road. This was just fine with the locals, as they could do their shopping and not have to trek over to the end of Wilson Road to collect their mail. The mail bags came daily on the interurban from New Westminster and Bill, not owning a pickup truck would load the mail bags on the hood of his Ford and bring them down to the new office for sorting. Thus began the establishment of the thriving Mennonite community, which would become the majority of customers of Will and Ella's business enterprises.

By this time the Old Yale Road was closed as the Provincial highway opened. Charles and Mary Woodruff now in their elder years in Chilliwack, were starting to require closer attention, and so many night trips, Saturdays and Sundays were needed to make sure they were taken care of. Ella took Wednesday afternoons off to do her shopping, and sometimes would drive to Sumas and cross the US border to Linden for shopping or picnicking. Will had bought a new car, a Star. It was not very old when he was rear-ended while stopped at Cottonwood Corners on a trip to Chilliwack. Reimbursement from collisions hard to recover in those days and next to impossible if the fault was a native Indian, so that was the end of the Star. It wasn't until 1950 when they would buy another new automobile. Times were very hard during the depression, for all, and the Fraser Valley was no exception. Will had to leave several times to find work, leaving the others to hold the fort. The post office was very time and labour intensive with very little pay, but Ella pushed on faithfully for twenty-five full years. As the Yarrow village grew, the need for a more central post office necessitated construction of a new building on Yarrow Central Road in the downtown section. The building was erected and rented to the government, covering the costs. Bill had to buy a used car to transport the mail bags from the BCE Station to the new P.O. Cars were very hard to come by in the 1940's because of the war, but one was eventually found, and with a radio.



FOR SALE	
FOR SALE—Wood of any kind in any lengths; also coal, Wellington and sootless. H. Fairall, phone 6251. Yard opposite C.N.R. Station.	89
FOR SALE—225 Imperial gallon gasoline tank, foot valve and all pipe connections to pump. Approved by fire underwriters. Nearly new. Price \$35. Apply to W. H. Siddall, Yarrow, B. C.	18

Above: The mail was still transported on the BC Electric line from Vancouver. Bill's (dented) '36 Ford Sedan was loaded up with the mail bags on the hood, and hauled over to the new 1948 post office on Yarrow Central Road.

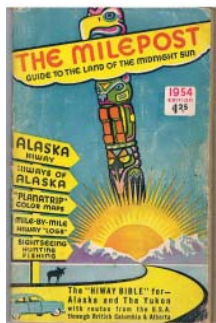
Left - Sign of the Times - This Chilliwack progress classified ad (left) from June 1st, 1933 speaks to the tough times. The ad shows Bill putting up for sale his, 225 gallon gasoline tank he once used when the Majuba Hill Rd. was main the thoroughfare to Vedder Crossing before the highway opened.



Eventually the little store on Majuba Hill Road was closed, and it was time to go. For 27 years they had not had a holiday trip together. It wasn't because they didn't want to. It was just that running the post office made it impossible for both of them to be out of town at the same time. When Ella did take her two weeks annual vacation, Bill faithfully took her place behind the wicket, selling stamps, money orders and sorting the mail out to the boxes. In August 1954 they finished up, and passed the reins to the next generation of post master. They loaded up the newer 1950 Ford sedan and took off for the Alaska Highway. It would be holiday to remember.



*This book is dedicated
to my grandparents,
William Henry (Bill) Siddall,
and
Eva Elmina (Ella)
(Woodruff) Siddall
True Adventurers
The Story will continue...
...sometime*



Acknowledgements

I wish to acknowledge my late mom, Vivian Parker for feeding my starving interest in this project. learning about the past, by tracking down and sharing the reams of information, records, photos, and stories that paint a colourful picture of what, where, and most importantly, who we evolved from. Also thanks to "Young John" Nottingham (my 5th cousin) in Pocklington, East Yorkshire, UK, for his seemingly infinite and unending knowledge researching the Siddall Nottingham line. Special thanks to cousin, Elaine McGuire in Kitchener-Waterloo, and inspirational cheer leader with endless unbridled encouragement.

Author's Note:

Sadly, Our immediate Siddall lines have expired here on the West Coast, But are alive and thriving in many parts of Ontario, and across the US and Canada. Originating lines are spread all over the UK, originating from the Yorkshires in the Seventh Century- Middle Ages. I would be remiss if I did not note a small fact buried in time, from page 2, where our ancestor, William was baptized in the Anglican church in Hessay on 20 July 1783, was dubbed as the *Illegitimate issue of Jane Siddal (sic)* thereby he was given his mother's surname **Siddall**, rather than **Nottingham**. By this small church-legal decision, the name Siddall carried on to all descendants in Canada, and the US.

The life and times of those cousins, aunts and uncles which were either acknowledged, mentioned, detailed, or even omitted, not because, their lives and times were unimportant or not interesting, but this project was intended only to be limited, focused on the direct ancestry of the author. It is my hope that other living descendents can take inspiration from this work to dig deeper, find the lost and now quiet souls, and bring even more stories back to life for themselves and future generations.

References

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